



**ALTONA
ACTIVE TRANSPORTATION
SURVEY**
Final Report



Intentionally Blank

TABLE OF CONTENTS

1. Introduction	5
2. What is Active Transportation?	7
3. What We Heard (Summary of the Survey Data)	9
4. Mapping Exercise	15
5. Working Together – Conclusion	18
6. Acknowledgements	19
7. Endnotes	19

APPENDICES

Appendix A – Report for Active Transportation Survey, Downloaded August 2, 2023 (17 pages)

Appendix B – Panel Discussion on AT in Altona from the April 15th Event. (3 pages)

Intentionally Blank

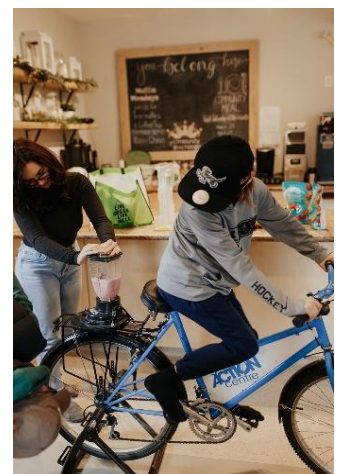
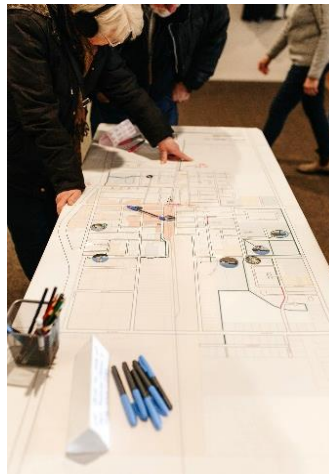


1 | INTRODUCTION

The Altona Community Action Network’s mission is to promote sustainability in our community through education and action. Our values are caring for the earth, people and our collective future. Altona Community Action Network (ACAN) is a group of citizens invested in the town of Altona and the surrounding area, concerned about our community’s sustainability, and ability to deal with climate change.

Over the years we have been involved in small and large projects alike including establishing year-round curbside composting in Altona, managing the community garden, earth day events, compost give-away, community consultation, and much more.

In 2023, in anticipation of the annual earth day event, ACAN partnered with the Green Action Centre to host an event focused on Active Transportation (AT) in Altona and area. The event was held on April 15, 2023, at The Community Exchange in Altona and featured a full afternoon of activities including, bicycle repairs, bicycle instructions, children’s activities, AT infrastructure visioning/placemaking on Main Street, a panel discussion, and a group bike ride. Approximately 50 people attended the event.



Images from the April 15th event (from Left): Bicycle repairs, Active Transportation visioning, ‘Bike Blender’ from Green Action Centre

As part of the April 15th event, ACAN worked on two specific data gathering activities:

- 1. Discussions about AT in Altona were recorded on a large format map, where people could markup their favourite and most used routes, as well as note their most significant areas of concern.**
- 2. “Altona Active Transportation Survey” was launched as a way of initiating dialogue with citizens of our community. The survey was presented in hard copy in an abbreviated form and as a link to an online full survey. The survey was open from April 15th to July 31st, 2023.**

At the event we received 31 responses to the survey (14 hard copy and 17 online) with an additional 66 people completed the survey by the end of July for a total of 97 responses. In total, we received several hundred specific comments from the public which we hope will help us create a shared vision for AT in Altona and identify initiatives, actions and policies that could increase AT in our community.

This report has been prepared as a summary of the data collected. It is intended to help with ACAN's advocacy work on the topic of Active Transportation. A draft version of the report with preliminary findings was submitted to the Town of Altona Council in advance of their 2023 Strategic Planning efforts in the summer of 2023. It is ACAN's hope that the Council will see the importance of this issue and work towards the inclusion of active transportation planning in their future policy and planning efforts.

**ALTONA
ACTIVE
TRANSPORTATION
SURVEY**

CREATING SPACE FOR PEOPLE

**HOW OFTEN DO YOU USE HUMAN
POWERED TRANSPORTATION
OPTIONS IN ALTONA?**

RARELY OCCASIONALLY

OFTEN REGULARLY

**WHAT ARE THE BENEFITS OF
ACTIVE TRANSPORTATION?**

PHYSICAL ACTIVITY ACCESSIBLE TO ALL

SOCIAL INTERACTION REDUCES ROAD CONGESTION

REDUCES EMISSIONS SAVES \$ ON GAS

**WHAT ARE YOUR
BIG IDEAS FOR IMPROVED
ACTIVE TRANSPORTATION IN
ALTONA?**



 SCAN THE QR CODE
TO COMPLETE THE
FULL SURVEY, OR VISIT
US AT ALTONACAN.CA



Copy of the paper survey cards distributed at the April 15th event.



2 | WHAT IS ACTIVE TRANSPORTATION?

Quoting from the *Active Transportation Guide for Manitoba Municipalities*¹, “Active Transportation is any mode of human-powered transportation in all seasons. It includes walking, running, cycling, skateboarding, and using a wheelchair”¹. Active Transportation investment support “triple bottom line” initiatives² and provides many benefits to the individual, the community, and the environment, including:

1. Social

- a. **Increases mobility options for all**, especially non-drivers.
- b. **Promotes active lifestyles**, which can **reduce public health care costs** in the long term.
- c. Provides opportunities for social interactions and **enhances community liveability**.
- d. With lower traffic volumes, small communities present a safe and comfortable environment for people of all ages to travel on foot or bike. Parents are more likely to let **young children cycle to school and activities**, and **seniors feel more comfortable** walking to local amenities.

2. Environmental

- a. **Climate change mitigation** and community resilience.
- b. Preserves open spaces and **reduces water pollution** due to runoff from paved surfaces.
- c. **Improved potential for nature-based solutions**.

3. Economic

- a. Active modes offer an **affordable and viable transportation option** for individuals, especially for those who cannot or choose not to drive.
- b. Investments in biking, walking and trail projects are **relatively inexpensive when compared with road projects**. This makes a significant difference to communities with smaller budgets.
- c. **Increases household transportation savings** through few vehicle expenses and trips.
- d. **Increases foot traffic and spending at businesses** accessible by active transportation.

Active Transportation aims to enhance the well-being of individuals and cultivate communities that are not only safer but also healthier places for residence, work, and recreation. Many groups, departments and people are involved in the planning and provision of AT services and facilities.

The provincial government sets the minimum standards and requirements related to AT in legislation and regulation. It provides funding, programming, and resources to support and enable local AT initiatives. **Local elected officials**, as representatives of the community, set out the vision for AT, determine priorities and establish the bylaws, policies, and budget necessary to see the vision through. They will set the stage for the local AT environment.

Municipal staff support elected officials and community members to establish and implement the AT vision and policies. They provide information, expert advice, and support. They may also maintain local AT facilities.

Professional engineers, planners and designers provide guidance and expertise, and ensure that legislation and industry standards are properly followed.

Trails’ organizations and local AT users provide advice and perspective through experience to municipal officials and staff. They may also be involved in facility maintenance. **Professionals in other sectors** such as public and environmental health, education, safety, law enforcement, recreation, tourism, insurance, and local business can also play important advisory roles.



3 | WHAT WE HEARD

“The reality about transportation is that it’s future-oriented. If we’re planning for what we have, we’re behind the curve.”

- Anthony Foxx -

The following pages are a summary and analysis of the survey data that was received from both the online and hard copy surveys. Further analysis from a professional active transportation designer/planner is required, but we noticed that the feedback was themed into five categories of commonly suggested actions, strategies, and concerns:

1. **Infrastructure.** (Roadway and path/sidewalk design and maintenance)
2. **Safety** for all road users. (Safety, Security, schools)
3. Connected and complete active transportation **network.** (Design, Planning, Connectivity)
4. Growing a **culture** of active transportation. (Encouragement, Education)
5. Championing active transportation **leadership.** (Vision, regulation, collaboration, incentives, accessibility)



Lane width reconfiguration diagrams – from National Association of City Transportation Officials³

Infrastructure

While participants indicated that they appreciate well-maintained walking paths in Altona, the need for sidewalks, bike paths, repair of roads and the expansion of trails were top of mind for the respondents of the survey. Participants noted that car-centric infrastructure can be a challenging when navigating Altona using modes other than a motor vehicle.

Many residents expressed concerns about the lack of sidewalks, narrow sidewalks, and the need to reinforce pedestrian right-of-way.

The condition of sidewalks and streets is a recurring theme, with potholes and rough roads making active transportation less convenient.

“We live in the "older" part of Altona where sidewalks and boulevards were the design norm. This is very much my preferred place to walk as I am not feeling traffic right beside me as I walk/roller blade. It also feels much safer when I walk/bike with my grandchildren and they are not RIGHT beside the road and traffic.”

“Altona has A LOT of wonderful asphalt paths throughout the community already. Awesome.”

“Many people get around using wheelchairs/scooters. The sidewalks are not all accessible or cleared in winter. This is hugely problematic and able-ist.”



Altona Centennial Park⁴

Safety

Safety is the second most talked about subject in the survey, including discussions about the behaviour of motorists, traffic speed and road safety measures. Safety concerns are seen as a significant barrier to active transportation, especially for children. Concerns were expressed specifically about schools and the movement of children between schools and between schools and their homes.

“Our residential street (Second street SE) is used as a main thoroughfare, people speed a lot!! The sidewalk is too narrow except for single file (esp in winter) and right next to the road, and only present on ONE side. Just make it ALL ROAD (no curb), like in Europe, and slow the traffic down (speed bumps) or make it a ONE way for motorized vehicles.”

“5th street should have a wider path to accommodate walking and bikes as they sidewalk gets very congested as it is a main route for 3 schools in the town.”

“Biking with kids can be tricky; they're slower, need to be on the sidewalk, drivers are impatient at stop signs. Elmwood pickup is chaos. So many cars, it feels unsafe to be a walker, but only because so many people don't walk or bike. The older kids biking from West Park and Parkside tend to (not intentionally) push the little ones over towards the street. Using the main streets like Center and Main can feel hectic on a bike, not sure where to always be or if drivers are paying attention.”

“There are so many children who use active transportation, it's wonderful! Having more bike paths would increase the safety for these young riders.”



Connectivity and a Complete Network

This subject focuses on the need for connected pathways, bike routes and infrastructure that links different areas of Altona including industrial areas, schools and other key locations.

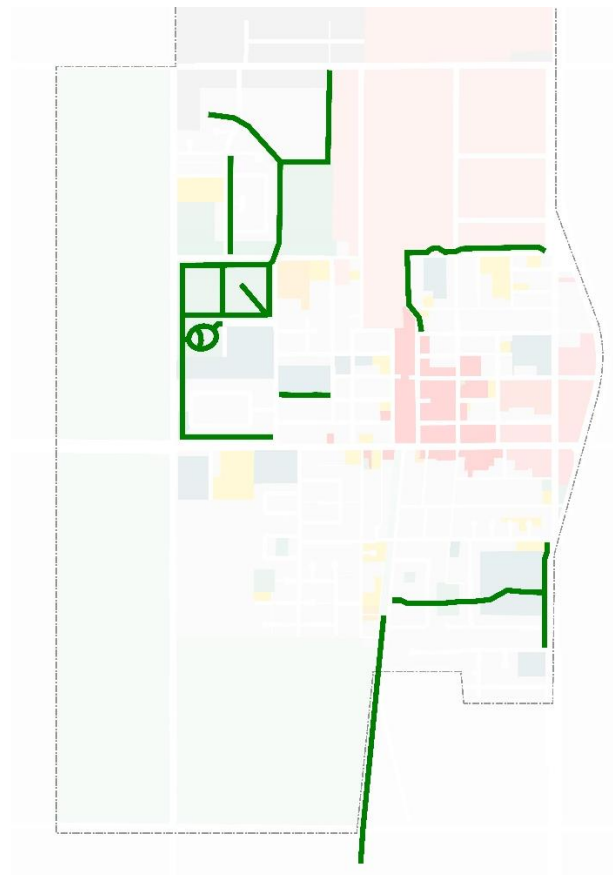
Respondents expressed an appreciation for the trails and paths that exist in the north west corner of the town, but desire connection to all areas.

Some roads and sidewalks are difficult to navigate in winter, and drainage issues can make paths inaccessible in the spring, which breaks up the routes to the places people want to go.

“The industrial areas where most people work are not connected by active transportation infrastructure to the places where they live. Active transportation feels like it is only an option for recreation, not transportation/commuting.”

“Right beside the high school which is great with the path they have from Miller to the railroad tracks. Would be nice if there was more paths like that.”

“Our goal should be to continue to add additional well-maintained, well-lit bike/walking paths. Pocket parks, and/or benches can also encourage additional active transportation.”



“Town of Altona Visitor Map” compared to a map of Altona showing existing multi-use trail locations indicated in green. Note the correlation of the trail locations with areas of greatest use and the non-networked zones with the areas of greatest concern (p. 15-15 of this report)

Culture

It was noted in the discussion questions that there are many factors which encourage the dominance of car-oriented-culture. Ideas including the need for awareness and encouragement to use active transportation methods were indicated as important to the participants.

Residents suggest the importance of promoting active transportation as a normal means of transportation.

Ideas for spreading awareness include community bike events, incentives, and education.

Some residents feel that Altona already has many pathways and that the challenge lies in getting people to choose active transportation.

“Everything is close. There are no hills. Altona is set up to be a great community for those who are able to choose "active transportation." However, many aspects of the community continue to be car-centric... I appreciate that this is something community members are working to improve. It's not always the easiest choice to walk to the store when it's -30 instead of jumping in the car so anything we can do to make "active transportation" easier and better is a great initiative.”

“Altona and area are very car-centric. Increasing bike paths, bike stands, etc at grocery stores and along Main St and outside of businesses would help!”



Leadership

With the understanding that the streetscape is primarily under the responsibility of local or provincial government, participants highlighted different ways that government could advance active transportation and integrate it into the town's planning and development noting that it would be important to integrate active transportation thinking into many aspects of infrastructure planning, not just 'parks and recreational' categories, but in industrial, business, and residential categories too.

Many respondents emphasize the need to allocate resources to build more biking and walking paths, expand the trail system and make necessary safety improvements.

Some people stress the significance of making sidewalks and bike paths part of any new developments, mandating them in all new projects and considering active transportation infrastructure as a cohesive whole.

“Dedicate 10% of the existing transport budget to it and then go after more money.”

“Spend money to repair sidewalks and roads - not in 25-50 foot sections, but the WHOLE street. When doing that, include designated bike, roller blade, skateboard paths. Work with enthusiasts (like your group) to develop a multi-year plan for active transportation in Altona (ie. meet regularly with them or give the enthusiasts a budget to do the work).”

“[The town should provide] Bikes with baskets and carriers available for use to and from residential to "downtown" areas and to ride around the park paths.”



4 | MAPPING EXERCISE

As noted in the introduction, as part of the Active Transportation Event, we used a large format map to allow participants to mark up their favourite and most used routes as well as indicate their areas of most concern. This exercise helped us to see which specific areas of the community were top of mind for the people at the event. There were about 20 people who added comments to the map.

Since drawing and talking can feel more accessible than filling out an online survey to a wider age range of participants, it should be noted that this exercise made it easier for some of the young participants at the event to articulate their perspective on the topic without having to fill out an online or paper survey. The facilitators were pleased to hear what they had to say and this exercise allowed them to have a voice in the matter as well as the adults.



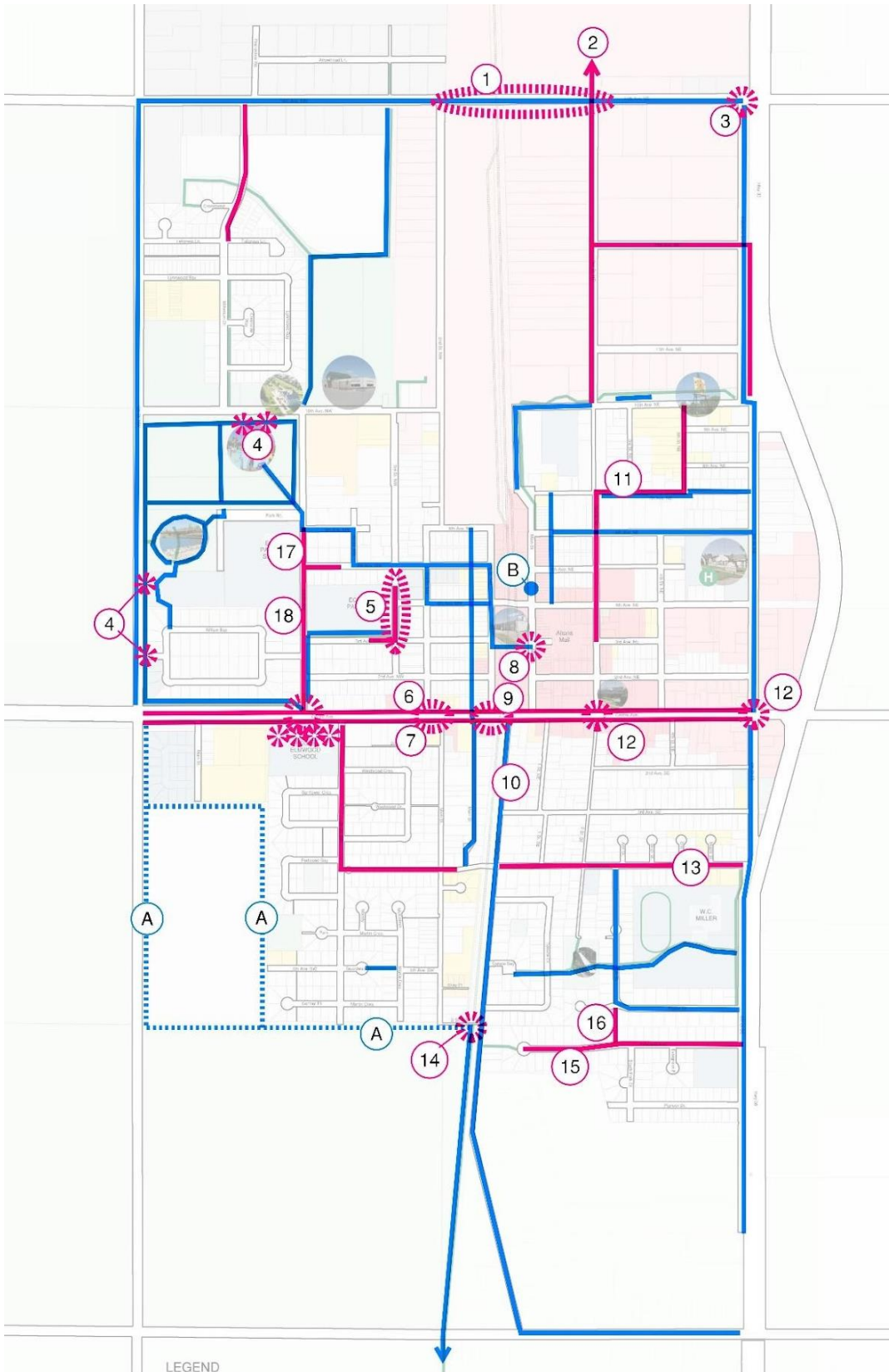
Some of the younger participants sharing their opinions

Looking at the information collected, what stands out is the large number of comments related to:

1. **Crossing and traversing Center Ave.**
2. **Dealing with congestion at and between schools.**
3. **Negative interactions with vehicles.**

Further work is required to compare these comments with known infrastructure design elements such as crosswalks, street widths and surface conditions and vehicle speed. It is ACAN's expectation that this further investigation will be done by professional active transportation planners who will bring significantly more insight and experience into this task.

The results of the mapping exercise were digitized and are included here for reference:



USE PINK TO MARK UP YOUR POINTS OF CONCERN OR PLACES FOR IMPROVEMENT

1. *"Scary with Semi-Trucks"*
2. *"Way to get to industrial park"*
3. *"Busy Corner"*
4. *"Inconsistent or confusing signage at crossings"*
5. *"Congested School Zone"*
6. *"Hard to cross street"*
7. *"Kids cross to school without crosswalk"*
8. *"Difficult Crossing"*
9. *"No sidewalk on south side"*
10. *"I wish the sidewalk was wider"*
11. *"Improve access corridor from Gardens on Tenth"*
12. *"4-Way Stops: You have to stop even if no one is coming. Should be yield for bikes."*
13. *"No street parking would be nice - lots of buses and traffic in the morning and after school. Perhaps consider 'rush hour' style parking restrictions."*
14. *"It is weird how the trail just dead-ends; should continue up railway"*
15. *"No sidewalk on my street"*
16. *"Sidewalk is often under water"*
17. *"Often ice and snow (Dangerous)"*
18. *"No boulevard but lots of kids"*

USE BLUE TO MARK UP YOUR MOST COMMONLY USED ACTIVE TRANSPORTATION ROUTES AND WHERE YOU LIKE TO RIDE OR WALK

- A. *"There should be a trail along the edge of town. Even just a gravel path like they have between the park and 14th Ave by the MEC"*
- B. *"Make the strawbale protected bike parking permanent"*

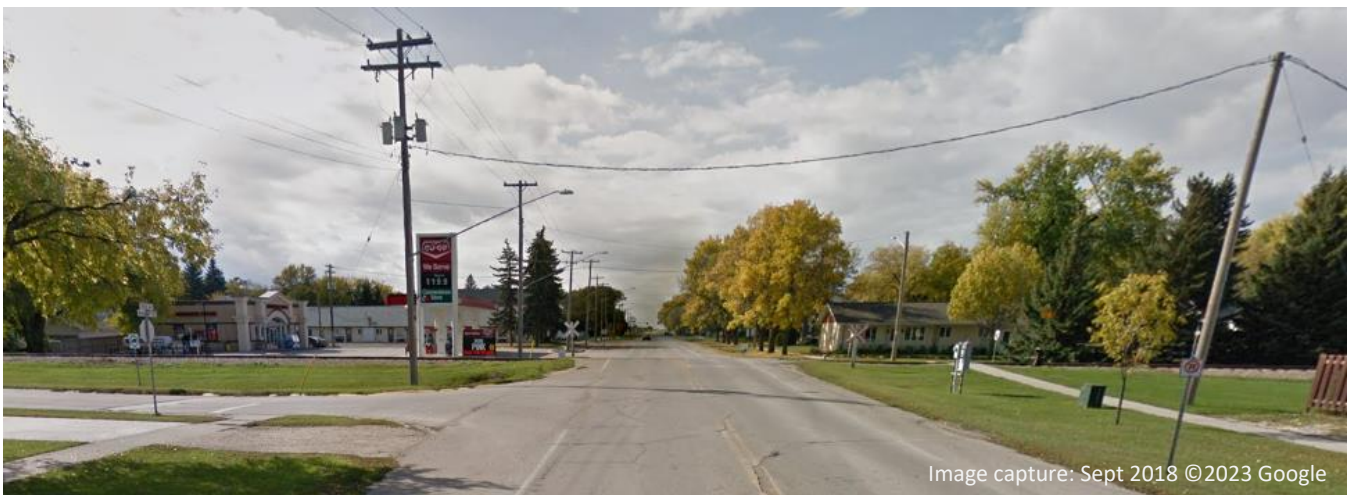







Image capture: Sept 2018 ©2023 Google

Intersection at Centre Ave. and Railway St.

5 | WORKING TOGETHER - CONCLUSION

It is ACAN’s hope that by engaging with the people of Altona, we can encourage active transportation in our community so that it can become a more attractive and accessible choice to move around our town.

To help create the future that we envision where everyone will have accessible and active options available for them, we’ve set out five goals and strategies that are needed to help get us there:

Accessible and Active Options for Everyone					
Goals	1 / Convenient Choices for Everyone 	2 / Affordable Choices for Everyone 	3 / Reliable Choices for Everyone 	4 / Safe & Comfortable Choices for Everyone 	5 / Carbon-Free Choices for Everyone 
	Strategies	1.1 Make Active Transportation the most convenient choice for shorter trips.	2.1 Prioritize investment in transportation modes that are lowest cost and most affordable to residents.	3.1 Maintain transportation infrastructure in a state of good repair.	4.1 Ensure everyone feels welcome, comfortable, and physically secure while getting around.
Strategic Lenses	1.2 Facilitate convenient, occasional car trips for all households <i>without</i> needing to own a car.	2.2 Help people & businesses connect to more economic opportunities.	3.2 Prioritize the completion of a connected & complete active transportation network.	4.2 Minimize transportation’s adverse effects on local communities.	5.2 Support ready access to low-carbon fuels for the transportation system.
	Environmental Stewardship Fiscal Responsibility Sustainable Growth				

We believe that these goals and strategies align well the strategic lenses already identified by the Town of Altona council thru their 2023 strategic planning sessions. Prioritization of Active Transportation planning aligns with meets multiple planning objectives related to smart-growth planning, efforts to mitigate climate change, as well as initiatives aimed at revitalization and economic development.

Active transportation is cost effective; transportation infrastructure built for active transportation is less costly than infrastructure for cars. Communities built to support active transportation are often more attractive to live in and retain property values better than more auto-dependent communities.⁵

With the understanding that Active Transportation planning is being considered as a part of a future Recreation Master Plan and that Active Transportation considerations will be integrated into Altona's Infrastructure Standards, ACAN would advocate that:

1. Town of Altona administration and council transform the community energy into a cohesive plan, supported by local regulations as soon as possible.
2. Town of Altona council fund a professionally prepared active transportation plan for our community and adopt that plan into policy, contributing to a cleaner, healthier, and more sustainable future for Altona.

ACAN looks forward to ongoing participation in that process by continuing to engage with and organize citizen efforts and providing advice and perspective through experience to the Town of Altona staff and Council.

6 | ACKNOWLEDGEMENTS

ACAN would like to thank the staff of the Green Action Centre for their help in setting up the Active Transportation Day and for facilitating the survey data collection. Additionally, ACAN would like to thank Anders Swanson and Leigh Anne Parry of Winnipeg Trails and the Kayla Dawson of the City of Selkirk for taking the time to share their expertise at our Active Transportation Event.

7 | ENDNOTES

1. Active Transportation Planning Guide for Manitoba Municipalities
https://www.manitoba.ca/mr/at/pubs/resource_guide.pdf
2. 'Triple Bottom Line': is an accounting framework with three parts: social, environmental, and economic.
3. National Association of City Transportation Officials – Urban Street Design Guide -
<https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/>
4. Town of Altona Website - <https://altona.ca/p/outdoor-spaces>
5. "National Active Transportation Strategy 2021-2026". Catalogue No.: T94-27/2021E-PDF; ISBN: 978-0-660-39815-0

Intentionally Blank

SUMMARY INFORMATION

Survey Start: April 15, 2023

Survey End: July 31, 2023

Online Survey Response Count: 83 people

Hardcopy Survey Response Count: 14 people

Total Survey Response: 97 people

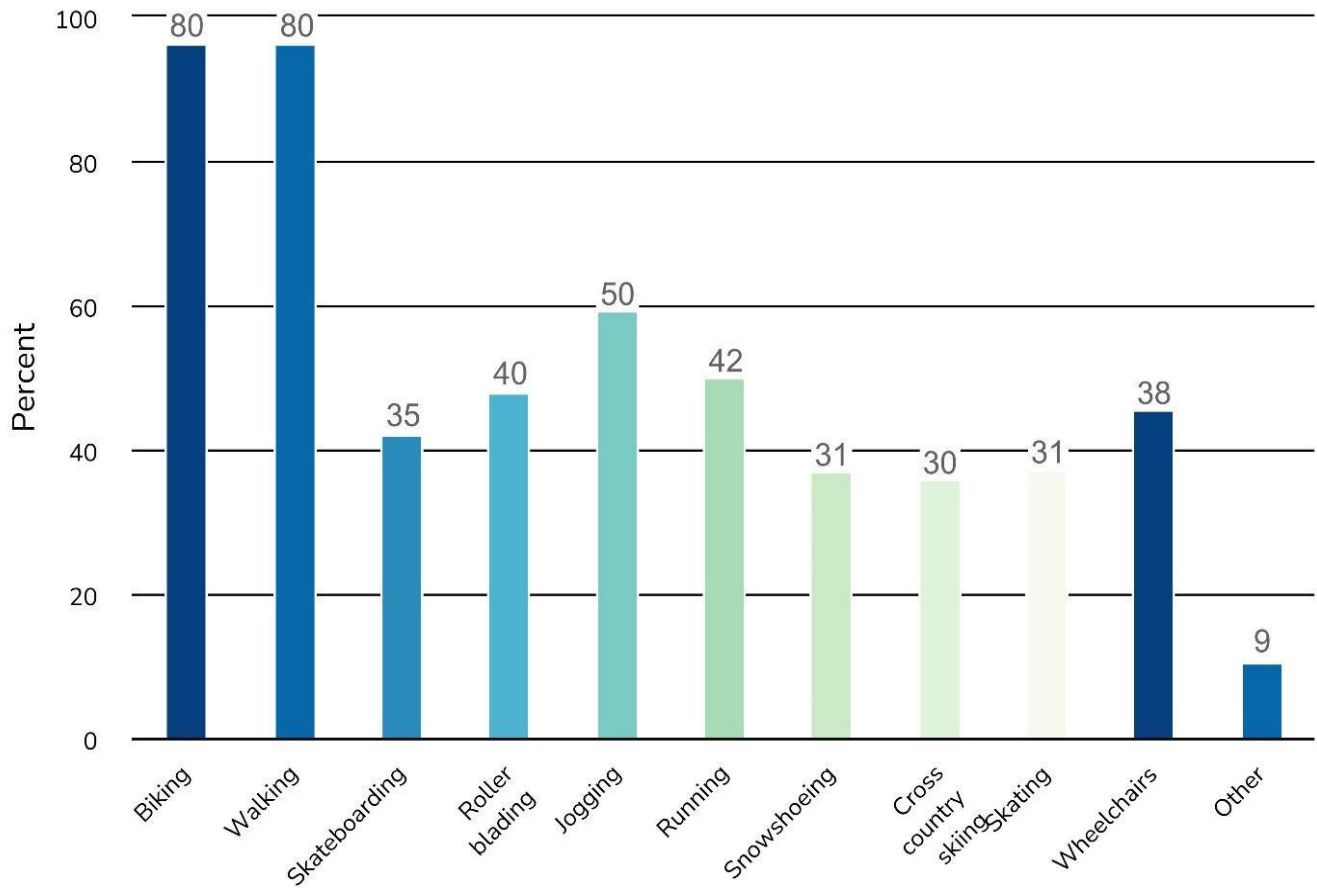
Note: The general intent of the survey was to initiate discussion and creative thinking as it relates to Active Transportation in Altona (and area). As such specific demographic information was not collected as part of the process. It is expected that further information gathered by professional active transportation planners will include more demographic information.



SURVEY DATA

1. What does active transportation mean to you?

We asked participants what active transportation meant to them. Most of the respondents noted that walking and biking were the first things that came to mind, but it is interesting to note that modes such as skateboarding, rollerblading, cross country skiing and using a wheelchair were important too, further emphasizing the importance of thinking about AT as encompassing many modes and all seasons of the year.

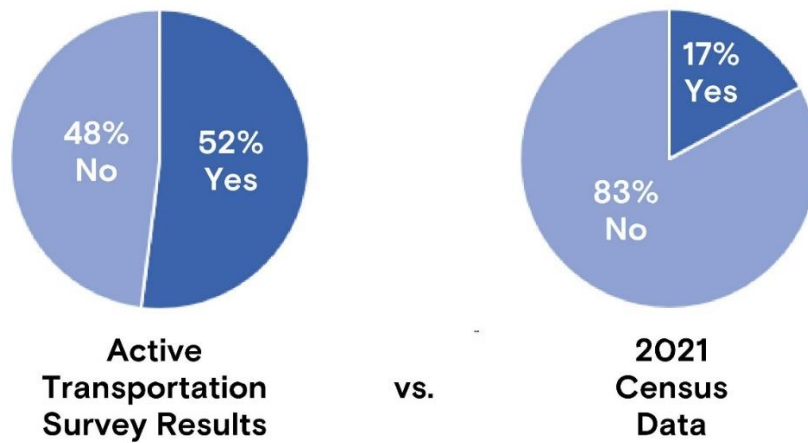


2. Do you currently use active transportation to commute to work or school?

When asked if people used active transportation to commute to work or school, the results were almost evenly divided, with **slightly more respondents noting that they did use AT as a mode of commuting.**

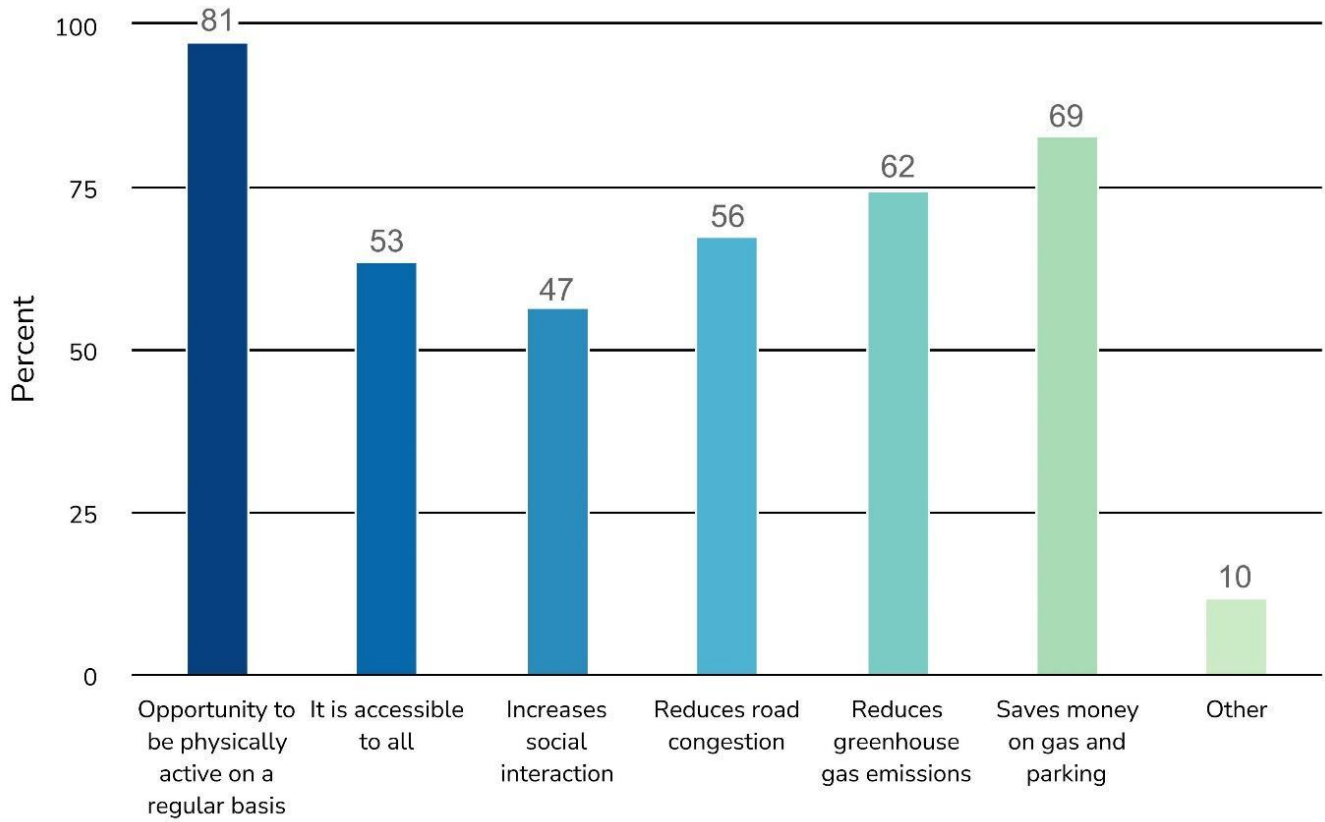
Of interest is the contrast between the data from our survey and the 2021 Census data² which indicated that 83% of people in Altona drive to work, 9% walk and 6% bike. This indicates to us that:

1. The survey participants likely fell within that small subset of the census data and
2. **There is a significant opportunity to expand the usage of AT in Altona.**



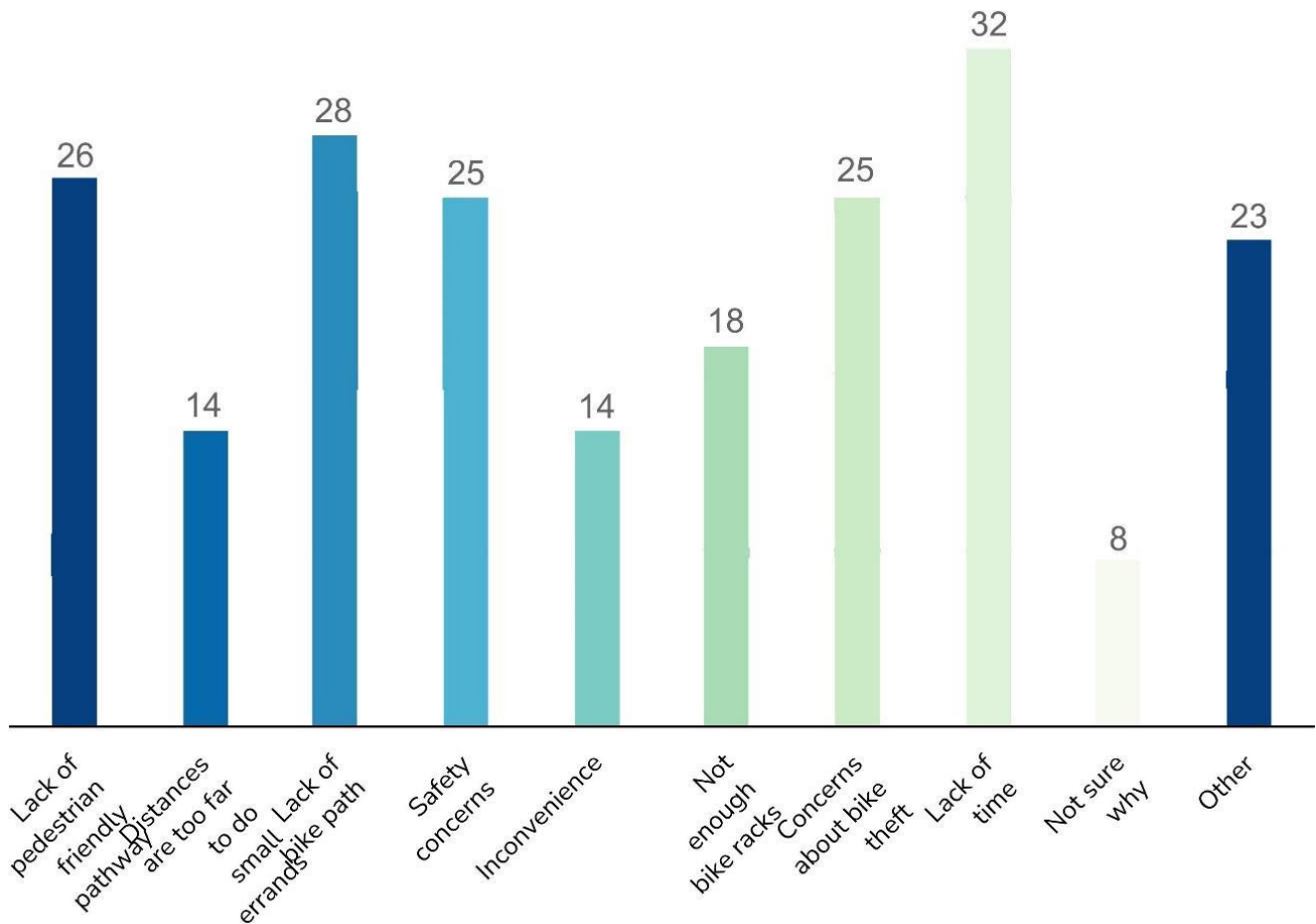
3. What do you think are the benefits of active transportation?

Thinking about the benefits of active transportation, respondents noted that being physically active, saving money on gas and reducing greenhouse gas emissions were the top benefits for them.



4. What are some of the challenges that prevent you from using active transportation in Altona?

When we asked people to think about the challenges that prevent them from using active transportation in Altona, lack of time (a cultural factor), lack of pedestrian friendly pathways and bike paths (an infrastructure factor) and safety concerns were received the largest responses.



5. What is unique about Altona or your neighbourhood that needs to be considered regarding active transportation?

Regarding the design of public infrastructure:

- **“We live in the "older" part of Altona where sidewalks and boulevards were the design norm. This is very much my preferred place to walk as I am not feeling traffic right beside me as I walk/roller blade. It also feels much safer when I walk/bike with my grandchildren and they are not RIGHT beside the road and traffic.”**
- **“Sidewalks in school zones for example, even though these areas are much more heavily used during weekdays. (I may have a bit of a soured attitude about this).”**
- **“Altona has A LOT of wonderful asphalt paths throughout the community already. Awesome.”**
- **“Our residential street (Second street SE) is used as a main thoroughfare; people speed a lot!! The sidewalk is too narrow except for single file (esp. in winter) and right next to the road, and only present on ONE side. Just make it ALL ROAD (no curb), like in Europe, and slow the traffic down (speed bumps) or make it a ONE way for motorized vehicles.”**
- **“Many people get around using wheelchairs/scooters. The sidewalks are not all accessible or cleared in winter. This is hugely problematic and able-ist.”**
- “The street I live on has no sidewalks!”
- “The sidewalks are so narrow that it's hard to walk or bike with others.”
- “There are no sidewalks. We need to reinforce the notion that pedestrians should have the right of way.”
- “Lack of sidewalks. Safe options.”
- “Straw bale bike parking on the street. That is awesome.” (Note added: this was in specific reference to the Active Transportation Day event 2023-04-15)
- “Sidewalk and bike paths need to be included in new developments including industrial parks.”
- “Sidewalks are very narrow, sidewalks are not level, streets are too narrow to share the road with a bike.”
- “Great walking paths, actively making sidewalks more accessible.”
- “Not enough sidewalks or they are too narrow.”
- “The roads are very bumpy and could be more bike or rollerblade friendly if there were less potholes.”
- “The town should rotate which parts of town are cleared of snow 1st, 2nd, 3rd, etc.”
- “Good walking and biking paths by the MEC and park.”
- “I feel Altona has a lot of opportunity to safely engage in active transportation, with the various bike paths and such around town.”
- “Overland drainage creates oversized puddles and hidden potholes.”
- “Many roads are rough and difficult to rollerblade/ skateboard on.”
- “Make Level sidewalks and proper access to those sidewalks. Also streets need to be in better condition.”
- “End of driveways that make the sidewalks slant down to the street.”

Appendix A – Survey Data

- “No sidewalks on every street.”
- “We have no sidewalk in our area of town. Many of the streets in Altona are in disrepair and biking often means dodging potholes and cracks in the streets.”

Safety

- **“Biking with kids can be tricky; they're slower, need to be on the sidewalk, drivers are impatient at stop signs. Elmwood pickup is chaos. So many cars, it feels unsafe to be a walker, but only because so many people don't walk or bike. The older kids biking from West Park and Parkside tend to (not intentionally) push the little ones over towards the street. Using the main streets like Center and Main can feel hectic on a bike, not sure where to always be or if drivers are paying attention. I take the smaller side roads as much as possible but will sometimes drive to Coop in particular because I don't feel like dealing with hauling groceries back in the chariot down Centre Avenue.”**
- **“There are so many children who use active transportation, it's wonderful! Having more bike paths would increase the safety for these young riders.”**
- “For most citizens they don't get dragged around vehicles. Too fast, too close. Especially for children.”
- “I feel motorists need to be more aware of others on the road. Too many times I have felt unsafe because drivers aren't paying attention.”
- “High traffic. No sidewalks or bike paths.”
- “Safety on roads and a lack of education and encouragement are barriers.”
- “We live at the corner of 5th St and 5th Ave in front of Parkside School, where motorists very frequently breeze through the intersection without stopping fully, or even stopping at all.”
- “Our sidewalk on 2nd Street SE is very unmanageable and dangerous.”
- “Since Altona is a small community, it is fairly easy to get from point A to B while being active, however, not all residential streets have sidewalks which can make it challenging for those who have concerns about safety. Especially in wintertime when it gets dark early - having a sidewalk makes pedestrians feel safer.”
- “My neighbourhood doesn't have a sidewalk, and we have lots of foot traffic. It makes it unsafe when vehicles are speeding towards you without a safe place to be. Lots of people in their vehicles are not courteous to active transportation.”
- “Stop signs mean nothing.”

Connectivity and complete network:

- **“The industrial areas where most people work are not connected by active transportation infrastructure to the places where they live. Active transportation feels like it is only an option for recreation, not transportation/commuting.”**
- **“Right beside the high school which is great with the path they have from Miller to the railroad tracks. Would be nice if there were more paths like that.”**
- **“Altona does not have a lot of traffic so prioritizing active transportation like walking and biking is relatively easy. For example, it would not disrupt traffic much to add bike lanes to major routes.”**

Appendix A – Survey Data

- **“Our goal should continue to be additional well maintained, well-lit bike/walking paths.....pocket parks, and/or benches can also encourage additional active transportation.”**
- “Connectivity to existing network.”
- “Industrial Park access.”
- “Schools are not connected by safe walking/biking trails.”
- “Some sidewalks are difficult to navigate in winter.”
- “Drainage issues make some roads/sidewalks difficult to access in spring.”
- “We have lovely pathways in the community.”
- “We need more trails & we need bike lanes!”
- “Not all rural communities have easy access to bike paths that connect them to the greater Altona area.”
- “Lack of sidewalks especially when walking to co-op gas bar.”
- “School and park zone access with more bike paths.”
- “My neighbourhood is close to park and walking paths. Some areas need sidewalks.”
- “Most things are so close together!”
- “Not enough paths! So many residential streets in town don't even have sidewalks, which aren't optimal for bikes/skateboards/roller blades/ etc.”
- “No bike paths in the South West corner of town.”
- “Living rurally often means there are longer distances to travel. I often run errands in Altona on bike or by walking but I work out of town and take a vehicle to get to work.”
- “Because it's so small you can run/walk/ bike anywhere. I feel it's important that the town provide better sidewalks or better/more paths to accommodate this.”
- “Wide age range among residents and higher than normal concentration of residents with mobility challenges because of Blue Sky.”
- “Lots of trails and everything is in easy range for biking.”

Culture:

- **“It seems that on many levels *not* driving is viewed as a recreational thing, not for transportation. This is reflected even by the town in how they clear snow. The park paths and downtown core are always cleared before the street.”**
- **“Altona isn't big, so somehow giving people more incentive to use active transportation might encourage them. You can get anywhere in town on bike in 5 minutes or less.”**
- **“Everything is close. There are no hills. Altona is set up to be a great community for those who are able to choose **active transportation.**”** However, many aspects of the community continue to be car-centric. We've seen churches bulldoze houses to make massive parking lots, crosswalks are few and far between, drivers are often oblivious or downright hostile toward pedestrians and cyclists. **I appreciate that this is something community members are working to improve. It's not always the easiest choice to walk to**

the store when it's -30 instead of jumping in the car so anything we can do to make "active transportation" easier and better is a great initiative."

- "The time and effort to maintain park walkways year-round."
- "We have many walkers/cyclists who utilize our streets and walkways."
- "Altona is a small community and can be navigated using active transportation with only 5-to-15-minute trips."
- "I work out of town."
- "If I had the desire, interest, and time, I'm sure I could fairly easily find a way to get place to place in Altona with walking or biking."
- "There is always room for improvement, however I think there are options in Altona for active transport, it is more that people have to decide to do it and actually DO IT."
- "I live in a residential area and am perfectly comfortable biking on the streets anywhere in town. I notice people biking on the sidewalks, and not respecting pedestrians. I've been almost run over by a cyclist who did not in any way signal that they were behind me on the sidewalk or make an effort to move to the street. Bikes are vehicles."
- "Altona and area are very car-centric. Increasing bike paths, bike stands, etc at grocery stores and along Main St and outside of businesses would help!"
- "Active transportation should be easy for everyone because the town is so small and accessible."
- "We have many folks in Altona who use active transportation; I believe we have more active transportation folks than many communities."
- "As a small town, we're very good about active transportation."
- "Pedestrian/sidewalk right of ways/laws seem to be interpreted incorrectly. For example, pedestrians regularly wait at controlled intersections for cars to clear when they have the right of way to cross. Or vehicle drivers wave pedestrians or cyclists across uncontrolled roadways as a courtesy. The rules are interpreted differently leaving all users unsure of what to do."

6. What are your big ideas for improved active transportation in Altona?

Active Transportation Network:

- **“An Active Transportation route to/through the industrial park. No sidewalk to Friesen’s, nothing along 2nd Ave, NE leading to the new industrial park. A loop thru the north end of Altona so people don’t need to walk along 14th w/ large and heavy Bunge truck traffic.”**
- **“Decrease Vehicle parking, Increase Human spaces.”**
- **“Dedicated bike lanes on all high-traffic streets. Pedestrian-only area on the East side of the mall parking lot, with green spaces.”**
- **“Could we connect the path to Gretna to the path system by the park?”**
- **“Restrict some streets to bikes only at certain times.”**
- “Connect the existing paths/trails/sidewalks.”
- “Limiting developments that are unwalkable/non compact.”
- “Improving safety through designated routes with signage within certain neighbourhoods where existing network is not present.”
- “Connecting the series of paths / trails.”
- “Paths to and around the north end of Altona. A path along 2 Ave NE to lead to Friesen's, a high-density workplace, and to the new industrial park.”
- “All new communities should have active transportation standards (paths, sidewalks) to access all areas of town.”
- “More bike path, pedestrian walkways/paths.”
- “Expanding the trails system. Make it a huge expansion with one-way streets for drivers to make space for the trail if necessary. Creating parks in more areas of town and improving Ash Park. Make parks more accessible and fun so people will visit parks closer to home using active transportation rather than driving to the main park.”
- “Redoing many of the sidewalks in town and Curb lanes on Centre Ave.”
- “A safer way to cross on the south side of centre avenue over the train tracks.”
- “It would be nice if the trail continued straight south along the dirt road (201 southwest corner) and then east back into town. Then thru more added paths east thru town till highway 30 and then north to connect to 10th Ave and make a complete circle.”

Trails, paths and infrastructure design

- **“If sidewalks were expanded to duplicate what is around the park that would be great.”**
- **“I love the idea of making sidewalks / paths wide enough to walk or bike beside another person.”**
- **“Allow ways to get to industrial park areas via active transportation.”**
- **“Paths that mimic those around the park on every street in town or at least major routes.”**

- **“More clearly advertised trail routes would be helpful for pedestrians. Some streets don't have sidewalks, and it would be good to have a map that shows where there are and aren't routes.”**
- **“Accessibility for wheelchairs to get on sidewalks/paths bike paths.”**
- **“We don't have accessibility issues but some of our friends and family do. The more we can do the improve the conditions, the better and more safely they can travel in town.”**
- **“More bike paths for safely engaging in active transportation, not all streets have sidewalks for walking and some streets are in need of repair as far as safely biking.”**
- “Continue to fund new path construction.”
- “Plan more bike lanes and walking trails.”
- “Dedicated Bike lanes.”
- “More planting on Centre Ave and need bigger like wide walkway.”
- “Pave main street.”
- “Roundabouts so bikes (and Cars) don't always need to stop at intersections.”
- “More cut throughs.”
- “Repair sidewalks.”
- “Have sidewalks on all streets – including the industrial park. Doing so Encourages people to walk to work.”
- “Availability of bike-locking structures.”
- “More bike racks.”
- “Wider sidewalks, more exclusive walking, bike paths like the park has! But incorporated throughout town!”
- “More biking and walking paths.”
- “More walking paths.”
- “More trails and sidewalks.”
- “A recreational loop. And strawbale protected bike lanes on every main road.”
- “Bike lanes? I'm not sure.”
- “Well repaired, smooth sidewalks with boulevards with trees and plants between the street and the sidewalk.”
- “Designated, and separated bike paths on the major streets that are well maintained and smooth.”
- “Not an Active Transportation BIG idea, but a PLEASE: a bylaw to eliminate super wide, superloud "mufflers" on trucks driving in town!!”
- “Take some street parking areas to create safe bike parking with space for chariots.”
- “More accessibility, fix cobblestone areas.”
- “Designated bike lanes on streets.”

Appendix A – Survey Data

- “Create bike lanes at least on the main streets. More walking paths.”
- “Bike paths and bike stands would be amazing.”
- “Bike paths on the major/ more busy roads.”
- “Generally, active transportation in Altona is great. It's unique from a city situation because the majority of drivers are courteous to those using active transportation. In major cities I have lived in as a cyclist; this wasn't the case and so separate bike lanes were necessary.”
- “Cleaner shoulders on major streets.”
- “Sidewalks in residential streets, wider roads to accommodate cyclists.”
- “More crosswalks. Bike paths to/from downtown? Tunnels?”
- “One: Reduce speed limit to 30 km/h on all streets except Centre Ave. Two: Replace residential area stop signs with yield signs OR implement the Idaho stop (educate local police). Three: Increase street cleaning/sweeping/snow clearing budget to make streets and sidewalks accessible and safe year-round for ALL forms of active transportation.”
- “Need better walking/biking paths downtown. Like designated paths for bikers.”
- “Seeing bike lanes painted on the roads during the summer months would be really helpful to those who aren't sure which side of the road to drive on, as well as for safety reasons. I've noticed an increase of E-Bikes this year and some of them can go pretty fast, so as a person driving a vehicle it's hard to know whether or not to pass them - but if they had their own lane, it wouldn't be as much of a concern.”
- “Bike lanes would be a great idea. I would definitely use it lots! Also more streets with sidewalks.”
- “Adding bike lanes to roads.”
- “Increase the biking/ walking paths.”
- “Prioritise separated bike lanes on roads that cross the rail line, lead to schools and downtown.”
- “Bike lanes. Closing off downtown streets. If infrastructure is in place people will start to use it.”
- “More active transport lanes.”
- “More paths, reduced speed limits on residential streets.”
- “Parts of town are really dark and scary to ride late at night.”
- “Make the streets smoother. Also clear streets and sidewalks to bare concrete in winter.”
- “Bike lanes marked on the roads would be nice.”
- “Slanted sidewalks are hard on knees Flat path would be better.”
- “I wonder about a bike lane on busier streets to make it safer for all, including children, such as Main Street and Centre Avenue.”
- “Bike lanes sidewalks on streets without.”
- “Connecting the nature park to "Buffalo Bush" would generate interest in active transportation, and respect for nature.”
- “Better/more paths and sidewalks.”

Appendix A – Survey Data

- “Build more secure crosswalks throughout town, especially at important intersections such as Main and 4th ave. Building curb bump-outs at intersections to reduce crossing distances and slow traffic.”

Schools:

- **“Well repaired, smooth bike paths leading to and from all the schools in Altona.”**
- **“Starting walking school bus options for kids to walk to school in a safe and supervised way.”**
- **“Encouraging kids to get to school in active ways; the more kids doing it the safer it becomes.”**
- **“5th street should have a wider path to accommodate walking and bikes as they sidewalk gets very congested as it is a main route for 3 schools in the town.”**
- “Widen Sidewalks in high traffic areas (near schools).”
- “Improve corridors to and from schools.”
- “Interconnected pathways Bike bus for school age kids.”
- “Designated trails get to school and to business areas.”
- “Prioritising snow removal from paths (especially paths that are used by kids going to school).”

Culture and Leadership:

- **“Spread awareness by having a regular family bike event.”**
- **“Reduce traffic speed all over Altona. Especially the half hour before and after school to make it safer for kids to bike.”**
- “Make bike use for transportation (Holland bikes) available.”
- “Those that have a car but cannot drive (elderly) partner with someone who can drive and car share.”
- “Incentives for active transportation”
- “More attention to how sidewalks are cleared. Clearing downtown doesn't help if you can't get there. Clearing of school zones should have some sort of priority.”
- “Making streets more bike friendly with advertising and a town campaign about sharing the road with cyclists bikes shouldn't be on the sidewalk!”
- “Just need people to see it as normal.”
- “More spaces to lock bikes.”
- “Bike rentals/ Community bikes.”
- “Bikes with baskets and carriers available for use to and from residential to "downtown" areas and to ride around the park paths.”
- “It seems like those that like biking do manage to get around fairly easily in Altona. I'm not sure what could be done to entice more people into active transportation in Altona. I don't know if dedicated paths would make any difference.”
- “Educate people. Perhaps have electric scooters available for people to use who have to drive in to work.”

Appendix A – Survey Data

- “Rent a scooter or bike for people who need to drive into town but could then use quicker active transport.”
- “A big push from local employers- Friesens schools, clinic, etc. Offer incentives for employees to come to work using active transportation.”
- “Education around active transportation in winter. Running workshops around snowshoeing, what clothing and layers to wear, how to get kids involved.”
- “Bike co-op incentives to encourage Active Transportation.”
- “Unsure. But it's wild to me that so many people drive cars everywhere.”
- “Shared E-Scooter for seniors or bike program. Town bus service especially for large businesses.”
- “Incentives to use active transport and disincentives to drive to shift culture.”
- “Nothing unique, but I've been "lobbying" the medical clinic for years to get a bike rack. Imagine, a DOCTOR's office with no bike rack?”
- “Idaho bike laws maybe?”
- “Teach how to share the road when walking, biking or driving.”
- “Free donuts for all! oh,...and educating all road/sidewalk users of the laws.”
- “Bike rentals.”

7. In your opinion, what is the most important action that the government can take to promote active transportation in Altona?

- “Set aside more designated areas and routes for cross community transportation.”
- “Consider active transportation infrastructure as a cohesive whole with all infrastructure -not piecemeal.”
- “Promoting health, and promoting the positive climate effects related to active transportation.”
- “Lowering the speed limit to 30km in residential areas.”
- “Continue funding projects that help increase Altona's participation in active transportation.”
- “Well connected pathways, free bike registration, annual bike safety awareness campaigns, input from Equal Access Altona.”
- “Funding for infrastructure!”
- “Financially Support more paths.”
- “More funds for snow removal? (Ha. This is a bit of a theme here!) – money for making more bike paths - people like money... is there some way to reward people who don't drive?”
- “Funding.”
- “Support access to bikes for all socioeconomic groups, funding trails.”
- “Close some streets on Sundays I feel the change will come within people though. They need to make the decision themselves to walk or bike rather than drive.”
- “Dedicate 10% of the existing transport budget to it and then go after more money.”
- “Connecting with residents / users. Listening & funding.”
- “More biking and walking paths throughout town.”
- “More dedicated paths/road spaces for active transportation users.”
- “Need to make sidewalks and bike paths part of any new developments.”
- “Improve sidewalks and add sidewalks.”
- “Maintaining sidewalks.”
- “Infrastructure development.”
- “Make safe infrastructure and provide incentives to use active transportation.”
- “Expand and maintain pedestrian pathways.”
- “Not sure which government, but locally: Spend money to repair sidewalks and roads - not in 25-50 foot sections, but the WHOLE street. When doing that, include designated bike, roller blade, skateboard paths. Work with enthusiasts (like your group) to develop a multi-year plan for active transportation in Altona (i.e.. meet regularly with them or give the enthusiasts a budget to do the work).”
- “If the price of gas tripled maybe more people would consider active transportation. It's a significant lifestyle change that requires changing long established routines and habits. I don't think the local

Appendix A – Survey Data

government could do much to make a significant difference in the number of people that would consider active transportation.”

- “Financial investments”
- “Incentives for municipalities and towns to increase their budgets to provide good pathways, maintenance and devices for general public to use.”
- “Security- government need to assure or make the public feel that it is safe to use active transportation; more in-depth driver's orientation for newcomers who has different perspective with road rules.”
- “Provide tax credits for bicycle purchases.”
- “Provide bike paths, promote it.”
- “Providing funding for expanding the trails system and improving safety on the roads for bikers; making it a clear priority so citizens are aware.”
- “Bike/road safety, what vehicles drivers should do when encountering pedestrians. I find (some people) tend to stop in an intersection to let pedestrians cross, which is kind, but dangerous.”
- “Providing bikes to people who need them, or having a bike co op or an affordable way to rent bikes.”
- “Increased sidewalks/paths.”
- “Mandate sidewalks and dedicated bike paths or lanes in ALL new developments.”
- “Infrastructure improvements to make is less dangerous for kids.”
- “More bike racks at businesses.”
- “Bike lanes.”
- “Creating options for all commuters to feel safe on the roads. Even though our family does not use wheelchairs, there are many streets in this town that are near impossible for those who use wheelchairs, to get around with ease.”
- “Keep roads in better shape. For people commuting between towns adding a shoulder or bike lane to the side of the highway could be really helpful.”
- “Stop signs = yield signs for bikes.”
- “Maybe there is a way to create incentives (financial or otherwise) for people to stop driving around town when they don't need to. It's great that we don't have to pay for parking anywhere in Altona but if there was less parking would fewer people drive??”
- “Tax incentives for the purchase and upkeep of active transportation equipment.”
- “Give money to the town so they came complete projects.”
- “Fund sidewalks, and the cost it takes to plan and execute a bike lane.”
- “Fix roads.”
- “I don't have a comment on this however I would urge everyone to consider the costs of annual maintenance of current active transportation infrastructure. I also feel that before more dollars are spent adding to this, we need to repair our streets, and other existing public works assets.”
- “Crosswalks over busy centres.”

Appendix A – Survey Data

- “Bigger stop signs.”
- “Enforce existing traffic laws, esp. WRT Speeding and stop signs. Make sure that people know the traffic laws esp. for pedestrian/bicycle traffic with an educational campaign.”
- “Better roads, the patch job that runs down by John Deere going west is horrible, the patch job by co-op hardware store on centre ave. is no good, need to do a better job of fixing these things.”
- “Leading by example is important. Having police officers on bicycles is a great start. More of that and more crosswalks.”
- “Provide funding.”
- “More funds for active living and less for arts.”
- “Help with fitness programs and incentives to purchase scooters and electric bikes. Plus incentives to live a active transportation lifestyle.”
- “Improve infrastructure.”
- “Crunch the numbers, roads cost a lot of money...less traffic equals less cost. Demonstrate wear and tear costs to citizens.”
- “Educate the children.”
- “Build more active transport paths and lanes.”
- “More infrastructure dollars, more public education regarding positives of active transportation and negatives of vehicle use.”
- “Large scale media blitz, 360, showing benefits to the environment, health and pocket book.”
- “Rebates on bike purchases, repairs, etc.”
- “Raise taxes on fuel and drop prices on food. They could pay for better street cleaning in winter.”
- “Interact with people to teach sharing the road.”
- “More paths.”
- “Funding for creation and upkeep of pathways.”
- “Some sort of incentive. Like, residents can collect coupons at participating businesses that they can submit to get a tax credit when they participate in active transportation to get there.”
- “Fix the roads and add more bike paths and sidewalks.”
- “Increased space for transportation.”
- “More bike racks, bike lanes, walkways and maybe some options for bike rentals for people who can't afford to buy bikes or newcomers who don't have yet access to buy bikes.”
- “Put more funding towards better infrastructure.”
- “Incentivise businesses to provide quality bike racks for parking. Lower speed limits in town. Clear sidewalks more often in the winter.”
- “Laws that reflect actual riding habits - i.e. slow down when approaching stop signs.”

END NOTES:

1. Statistics Canada. 2022. (table). Census Profile. 2021 Census of Population. Statistics Canada Catalogue no. 98-316-X2021001. Ottawa. Released December 15, 2022

SUMMARY OF THE PANEL DISCUSSION ON SUSTAINABLE TRANSPORTATION IN ALTONA

Date: April 15, 2023

Panelists: Anders Swanson (Winnipeg Trails), Sharee Hochman (Green Action Centre) and Kayla Dawson (City of Selkirk)

Host: Jonah Langelotz (Altona Community Action Network)

Prepared by: Durdana Islam (Green Action Centre)

What is active transportation?

- **Active transportation is not to solely rely on vehicle** for commuting. **Having a choice** to walk or bike to grocery stores. It is not owning a vehicle and the damage they can do for our city and pockets (\$).
- **Mobility is a big one for active transportation and it is about accessibility.** Active transportation is about people being able to go from point A to place B without burning fossil fuels.

Why do you think active transportation is important based on your experience?

- **The key is to think about active transportation as mobility.** How do people get where they need to go? Are they moving around locally or regionally? The planning needs to accommodate both bikes *and* buses. For shorter distances people may walk and for medium distance people may bike and for long distances people may use public transportation. That means car is replaced by buses. The only reason why people are flying to go to different cities is because there is no regional transportation. To go to Calgary, you have to fly.
- People first need to **paint the picture of how they want their communities to be**, with specific consideration for mobility options, especially in rural communities.
- In the road's, cars can coexist with bikes, but we cannot build more roads for cars. That will only encourage people to drive more often. **Mobility options really affect how we live in cities and towns.** Definition of a city includes human settlement. We see it more in the municipal level how it fits in our planning and policy budget.
- **It is important to consider the equity part of it. Not everyone has access to a car.**
- Health (and Mental Health) benefits are important.
- Opportunities for socialization; **Sharing joy while biking.**
- The only way a kid learns how to bike is by riding beside their parents.
- **A lot of changes can happen in small town like this.**
- A person can go to necessary places using bikes (i.e., visit friends, doctor's office, library, grocery, school etc.).

Can you paint a picture and give us a vision of what would active transportation look like in Altona?

Speakers mentioned the cities they have travelled in the past and their experience traveling with bikes from one place to another. These cities are designed to be bike friendly. According to speakers, in Manitoba, City of Selkirk, Morden, Thompson, Fort Richmond neighbourhood (in Winnipeg) are some of the places where it is safe to bike.

Kayla: From a community development perspective, active transportation gives you a lot of exposure. People value places where they can get around without a car. I took the train down to Portland from Vancouver. Portland is bike friendly. I was right on the street and it was comfortable and everyone knew that I was there. From my experience, Selkirk is safe, and I meet a lot of people when I stop at the stop sign and we exchange smiles and it makes me happy.

Sharee: Last summer, I spent backpacking and travelling alone in Europe. Everything was very easy to navigate. I know a lot of people who bike for recreation. I ride a new Dutch bike. I met people on the street who are biking and we found that we all live close by. And when you bump into a friend in the street while biking it gives you joy.

Anders: I travelled for 10 years in different cities in Europe and I noticed there are bike racks in every school. When I went to conferences, I have counted more people riding bikes than walking and driving.

In Netherland, majority of school students use bikes to go to school. I have counted 100s of bikes parked in front of the schools. There are a lot of electric bikes on the street. The cars are going in 30km speed in the neighbourhood.

Seniors prefer to use electric bike. Very soon these will be coming to Canada and older people who likes to bike will buy this. Electric bikes will be the future.

Fort Richmond neighbourhood in Winnipeg has a speed limit of 50km and the lower speed limit helps people feel safe to bike.

Thompson is one of the best planned cities for kids going to school by bike. It is pretty cool.

Jonah: (Shared a personal anecdote.) A few years ago, we purchased an e-bike. It motivated us to bike more. E-bike narrows the distance because we live in the country a few miles out of town. We use it more often than we thought.

What are opportunities for communities like Altona for active transportation?

Anders: Altona is not rural. Sure, it is outside the city, but the configuration is very urban and dense and conducive to active transportation modes and plans. **The opportunities for active transportation are huge here from the perspective of biking and walking.** It will look nice to have flowers in the islands and will slow down the traffic and people will drive slowly.

Sharee: This is my first time in Altona. I saw a stretch of benches and shelter for people to be outside and places where you can mingle.

Traffic calming is important. Planters and art on the pavement and extended sidewalks will all encourage people to walk and bike.

Appendix B – Panel Discussion Summary

In Altona’s downtown, the sidewalks are broader and four people can walk sidewalk; I have not seen that in Winnipeg. Having pylons in the middle of the street gives cyclists a sense of safety. Crosswalks take more space. We have to prioritize for traffic calming.

Kayla: Selkirk is moving towards using more active transportation as citizen engagement. **I love seeing the map that you have here today.** It gives people the chance to point out what their obstacles are for biking and walking and what routes they need to take to reach to their destination. **This encourages people to have their say for active transportation in their community.**

Anders: **There are huge opportunities here in Altona.** First task will be to create a map with bike paths. I made the first Winnipeg map of the bike path. If you create the map early you save money. **The earlier you make the map it will be better for the future.** Things will change over time. The sooner you have the map, the sooner you will stop making mistakes. You must have conversations with community members and include their opinions.

- For instance, there is a new development outside of Morden. They have a plan and in next 5 years timeframe, they intend to implement the plan.
- You need secure places to lock your bikes. Selkirk has secure places to lock up bikes. If theft is an issue that slows people down to use bikes to commute.
- You can have activities to paint bike lanes.

Audience Question: I noticed in Winnipeg Trails website the section on the “Goal 5” project. And I am curious about that. Do you think there are opportunities for similar projects in Altona?

Leah Anne (Winnipeg Trails): We received a good amount of funding for the Goal 5 project and we did the project a year ago. We bought 150 Dutch bikes and 20 cargo bikes from Netherlands. We tried to remove barriers and people’s access and ability to appropriately use of their bike. **We realized that members of the BIPOC communities and newcomers, elderly and kids all have barriers to using bicycles.** We taught women and kids how to ride a bike so they can use these bikes not only for leisure and sports but also for going to the grocery store. We divided the bike riding lesson into six steps; Some people translated the lessons into their own language. We also taught how to repair bikes and increase awareness of bike culture. We set up traffic planter so folks can garden.



Active Transportation Event - Panel Discussion.

Appendix B – Panel Discussion Summary

Intentionally Blank