



Town of Neepawa

# Active Transportation Plan

January 2024

**Town of Neepawa**  
275 Hamilton Street  
Neepawa, MB R0J 1H0

This report is prepared for the sole use of the Town of Neepawa. No representations of any kind are made by Urban Systems Ltd. or its employees to any party with whom Urban Systems Ltd. does not have a contract. © 2024 URBANSYSTEMS®.



Appendix A

# Network Maps



# CONTENTS

- EXECUTIVE SUMMARY ..... 6**
  - Setting The Context ..... 7
  - Future Directions ..... 7
  - Goals..... 7
  - Implementation and Monitoring..... 8
  - Summary..... 8
- INTRODUCTION ..... 9**
  - Plan Purpose and Objectives ..... 10
  - Plan Process ..... 11
  - Community and Stakeholder Engagement..... 11
- ACTIVE TRANSPORTATION TODAY ..... 12**
  - The Case for Active Transportation..... 12
  - Community Context ..... 13
  - Demographics..... 14
  - Land Use..... 15
  - Existing Travel Patterns ..... 16
  - Existing Transportation Network ..... 16
  - Safety ..... 20
- RELEVANT PLANS, POLICIES & BYLAWS ..... 21**
  - Regional, Provincial and Federal Plans & Policies ..... 24
  - Province of Manitoba ..... 26
  - Government of Canada ..... 27
- SETTING FUTURE DIRECTION..... 28**
  - Principles, Themes, and Objectives..... 28
- ACTIVE TRANSPORTATION NETWORK PLAN ..... 35**
  - Network Prioritization..... 36
  - Facility Types..... 38
- LONG-TERM ACTIVE TRANSPORTATION NETWORK COST ESTIMATES..... 50**
  - Unit Costs..... 50
- PROPOSED PRIORITY PROJECTS..... 52**
  - Cycling Network Infrastructure Projects Timeline ..... 54
  - Pedestrian Network Infrastructure Projects Timeline..... 57
  - Total Cost Estimates for Both Cycling and Pedestrian Infrastructure Projects..... 59

<b>IMPLEMENTATION AND MONITORING.....</b>	<b>60</b>
Implementation Plan .....	60
Monitoring Strategy.....	61
Metrics of Success .....	61
Theme 1: Connect .....	62
Theme 2: Discover.....	62
Theme 3: Promote .....	63
Funding Strategy .....	63
<b>SUMMARY AND CLOSING.....</b>	<b>66</b>

# APPENDICES

**Appendix A: Network Maps**

**Appendix B: Public and Stakeholder Engagement Summary**

**Appendix C: Pop-up Engagement Boards**



# EXECUTIVE SUMMARY

The Town of Neepawa is a rapidly growing and picturesque Town (potentially soon to be City) located 30 kms from the southern edge of Riding Mountain National Park. With a diverse and growing population of 5,685 residents and several major employment centres, including the HyLife Plant and the regional hospital that is currently under construction, Neepawa is well positioned to be a truly multi-cultural, vibrant community in the midst of rural Manitoba.

The Town is part of the larger Neepawa and Area Planning District (NAPD), initially formed in 1978 when it consisted of Town of Neepawa and the Rural Municipalities (RMs) of Langford and Rosedale. In 2015, the RM of Langford amalgamated with the RM of North Cypress to form the Municipality of North Cypress-Langford and joined the Cypress Planning District. That same year, the RM of Glenella amalgamated with the RM of Lansdowne to form the Municipality of Glenella-Lansdowne, which then joined the NAPD. As of 2023, the NAPD consists of the Town of Neepawa, the RM of Rosedale and the Municipality of Glenella-Lansdowne.

Neepawa is in close proximity to Riding Mountain National Park and its abundance of trails and amenities. Over the past few years, Neepawa has been part of the larger regional effort focusing on cycling tourism. The Town is uniquely positioned to take advantage of its beautiful river valley, existing bike park, and planned pedestrian and cycling infrastructure projects to be an attractive tourism destination as well as a great place to live and work.

As set out in Neepawa's Framework for our Future, the Town of Neepawa is committed to sustainability in all its forms and recognizes the importance of active transportation to enhance the health, safety, and quality of life for residents and visitors alike. The Town's five strategic goals reflect this commitment as several of them focus on themes related to active transportation, including:

- **Well balanced growth** – Places to walk, cycle and spend time in nature make Neepawa an attractive place to live, helping to draw people to the community long term.
- **Sustainability and stewardship** – Reducing transportation sector GHG emissions through increasing rates of active transportation will help ensure the Town meets its climate goals, and provides an environmentally friendly means of moving about the Town.
- **Economic stability and prosperity** – Providing residents with affordable transportation options including walking and cycling, will reduce costs associated with transportation (such as fuel, car repairs and maintenance, and insurance) and increase disposable income spending at local businesses.
- **Fiscal responsibility** – By seeking to increase trips made on foot or bicycle, the Town can manage the ratepayer costs associated with road repair and maintenance by reducing the numbers of vehicles damaging them daily.
- **Vibrant, safe, and healthy community** – Providing more opportunities for community members to explore their community on foot or bicycle helps build vibrancy by having active, lively streets. Building infrastructure that improves road safety for all road users as well as having more “eyes on the street” will help increase the safety of the community, while also providing more opportunities for daily movement on foot or bicycle. Creating these opportunities will help to increase the overall health of the community.

The Town already has a long history of supporting walking and cycling, and this Plan seeks to capitalize on the hard work that has previously been done. This includes the creation of paths through the Whitemud river valley, the Hylife Back Forty bike park, the Park Lake walking and biking trails, sidewalks through much of the Town, and numerous multi-use paths on the west side of the Town. This

Active Transportation Plan outlines a network that connects key existing trails and pathways, such as the Trans-Canada Trail, the Back Forty, and the Park Lake loop. Connecting these high-quality pathways to a developed on and off-street network will allow commuters, recreational users, and others to have safe, convenient, attractive, and fun options to travel by walking or cycling.

The Active Transportation Plan will guide Neepawa's progress and investments in active transportation over the next 10 years, with a review and update at the 5-year mark. The Plan establishes a vision, goals, and targets to improve active transportation, along with a series of strategies and actions related to three overarching themes: **Connect**, **Discover**, and **Promote**. These strategies and actions provide holistic guidance regarding improvements to policies, standards, infrastructure, and programming to ensure that walking and cycling are accessible, comfortable, and convenient transportation choices for people of all ages and abilities. The Active Transportation Plan also includes an implementation and monitoring plan to prioritize investments and actions over the short-, medium-, and long-term, and to monitor progress in achieving the Plan's goals.

## Setting The Context

The Active Transportation Plan is closely linked to many of Neepawa's key planning documents, and it helps to reinforce and further the goals and policies found in these documents. Many of these documents include broader aspirations for growth and transportation and provide specific directions on how walking and cycling can become an integral part of Neepawa's transportation system. The Active Transportation Plan will support Neepawa in becoming a leader in promoting walking and cycling while also working towards achieving the community's broader aspirations.

Investments in walking and cycling and other forms of active transportation result in a more balanced transportation system — one that is more accessible, cost-effective, and efficient in terms of infrastructure investments. There are also significant quality of life, health, safety, and economic benefits associated with investing in active transportation.

## Future Directions

As part of the Active Transportation Plan planning process, a vision, together with supporting goals, was developed to shape the overall future direction of the Plan and to serve as a basis from which actions, improvements and investments are identified and prioritized. The vision and goals were created based on a combination of Neepawa's existing commitments (as described in several overarching plans and strategies), as well as the community input.

## Goals

- 1) Develop a complete active transportation network that connects all neighbourhoods in the Town, including new development areas.
- 2) Improve the safety and accessibility of vulnerable road users, especially along the busy Main Street E (PTH 5) corridor.
- 3) Support effective land-use planning to build an environment that makes walking and cycling convenient and enjoyable.
- 4) Ensure that the active transportation network is equitable and accessible for all residents, including those with mobility, hearing, sight, and cognitive issues.
- 5) Foster a culture for active transportation, including among new residents to the community and country.

## Implementation and Monitoring

The strategies and actions developed as part of the Active Transportation Plan are intended to guide Neepawa's policy, planning, and capital investment decisions as well as ongoing operations and maintenance activities in support of active transportation over the next 10 years. While the Plan has been developed as a long-term plan, it will require financial investment, staff resources and actioning the implementation strategy to prioritize improvements over the short-, medium- and long-term.

The Active Transportation Plan also identifies priority networks for sidewalks and bicycle routes, as shown in the Active Transportation Network Plan section below.

It will take significant time and financial resources to implement the recommendations of the Active Transportation Plan. There are several approaches to implementing active transportation infrastructure based on a continuum of implementation timelines.

## Summary

The Active Transportation Plan provides a comprehensive approach to guide Neepawa's progress and investments in active transportation over the next 10 years. The Plan includes recommendations for improving active transportation policies, standards, infrastructure, and programs over the long-term, along with priorities for the short and medium-term. The Active Transportation Plan will help increase transportation options by improving the accessibility, comfort, convenience, and safety of active transportation.

The Active Transportation Plan has been developed based on extensive technical work and engagement with the Neepawa community over a 14-month period. Through a public engagement process, hundreds of community members provided input into the development plan at various phases. The Town of Neepawa would like to thank all community members for their participation in the process and valuable input in developing the Town's Active Transportation Plan.



# INTRODUCTION

Located in Western Manitoba, the Town of Neepawa is a vibrant and growing community located just 31 kilometres from the southern edge of Riding Mountain National Park. As of 2021, the Town had a population of 5,685 and is currently one of the fastest-growing communities in Manitoba, growing by over 23% between 2016 and 2021. This rapid increase in population places Neepawa 13<sup>th</sup> among the fastest-growing communities in Canada with populations greater than 5,000. Neepawa is also currently one of the most densely populated municipalities in Manitoba, with 332.6 inhabitants per square kilometre.

The community has an impressive array of recreational facilities and trails that serve both residents and visitors. The community boasts an outdoor swimming pool, the Flats (soccer and outdoor rink), Lions Riverbend Campground, and a Disc Golf course. The Trans-Canada Trail bisects Neepawa, and the Town's trail network was expanded further by the recently constructed Hy-Life Back Forty Multi-Use Trail Park on the town's northwest corner. The Hy-Life Back Forty includes walking paths, biking trails, tobogganing, bird watching, picnic areas, snowshoeing, fat biking trails, cross country skiing, and outdoor classrooms. In the winter months, Town residents can access cross country ski trails on the Western edge of the Town, as well as the Langford-Neepawa Winter Park and snowmobile trails in the surrounding area.

The Town of Neepawa is within the Neepawa and Area Planning District. In 2018, the Town completed the Regional Recreation Master Plan that proposed a network of active transportation routes to link the community's existing recreational hubs. As part of the development of this plan, walking and cycling paths were identified among the top three recreation needs for the community. '

The Active Transportation Plan (ATP) will help create connections to key community destinations and attractions and encourage visitors and residents to choose active modes when travelling throughout the Town. The Plan will identify opportunities to improve accessibility and recommend key pedestrian and bicycling safety improvements that can enhance conditions for residents of all ages and abilities. This Plan will also position the community to connect to the broader network of regional trails and provide the Town with an opportunity to support active commuting options to neighbouring communities and be a key connection point for regional bicycle tourism. This includes connections to the Trans-Canada Trail, the bike trail system to be constructed in Minnedosa, the existing trail system in Riding Mountain National Park, and other trail projects happening in the Riding Mountain and Parkland regions.

## What is Active Transportation?

Active transportation includes any form of **human-powered mode of transportation**, such as walking, cycling, or rolling using a skateboard, in-line skates, scooter, mobility aids such as a wheelchair, and other modes. It may also include winter-based active modes (e.g., cross-country skiing and snowshoeing), water-based active modes (e.g., canoe, kayak, and stand-up paddle boarding), and even horseback riding. There are also several new and emerging transportation modes that can fit in this category and may use the same trails and pathways, such as e-scooters, electric skateboards, and other small, one-person electric vehicles.

**Active transportation helps promote healthy, well-connected communities. The Town of Neepawa wants to set a clear path for the future to ensure people of all ages and abilities can safely enjoy walking, cycling, and rolling around our community.**

## What is All Ages and Abilities (AAA)?

The focus of the Town of Neepawa's Active Transportation Plan is on creating a comfortable and safe environment for people of all ages and abilities to walk, cycle, and roll within Neepawa. This means that the Plan considers people using a variety of mobility devices (e.g., walkers, wheelchairs, and mobility scooters) and bicycle types (e.g., bicycles with trailers, pedal assist e-bikes, bicycles built for people with mobility challenges, and others) to ensure that active transportation is feasible, comfortable, and enjoyable year-round for residents and visitors. The plan also focuses on creating a network of bicycle facilities that are physically separated from traffic and on streets with low traffic volumes.

## Plan Purpose and Objectives

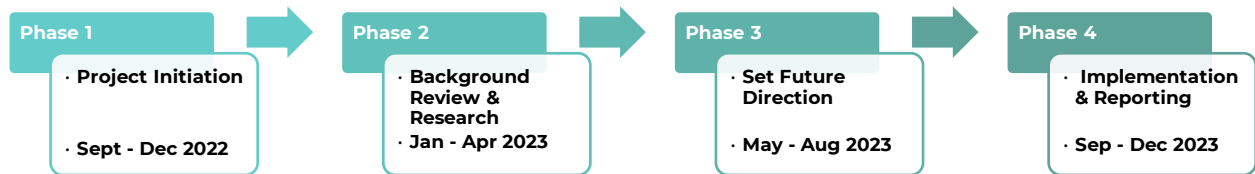
The ATP will provide the Town of Neepawa with a **long-term vision and plan** for active transportation. Building on best practices, the plan will identify **policy, programs, and initiatives** to encourage active transportation. The plan will define an active transportation network that builds on the existing trail network and identifies **infrastructure projects, implementation priorities, and cost estimates**. Infrastructure improvements that help increase comfort and safety for walking and bicycling in the community include sidewalks, crossing improvements, on-street bicycle routes, and multi-use pathways.

Key objectives of the ATP include:

- Encouraging more people to walk, bicycle, and roll (travel by scooter, wheelchair, mobility aid etc.), through the provision of comfortable and safe travel options throughout the Town.
- The plan will identify a network that provides accessible year-round active travel connections and encourages residents to be more physically active.
- The network and supporting policies and programs will be prioritized and incorporated into a five-year implementation plan.
- Identify options to promote and encourage the use of active transportation for visitors to the community, considering wayfinding and end-of-trip facilities (safe bicycle parking, storage, and other amenities).

## Plan Process

The ATP was developed over a 14-month period and included four phases.



### Phase 1: Project Launch

Confirm the overall project purpose, process, and opportunities for community and stakeholder involvement.

### Phase 2: Understanding Current Conditions

Seek to understand the existing state of active transportation through background research, community site visit, and stakeholder input.

### Phase 3: Looking to the Future

Develop policy and program recommendations to support active transportation in Neepawa. The draft plan was shared with community members and stakeholders to gauge support.

### Phase 4: Implementation

Finalize the Neepawa Active Transportation Plan, including actions for the Town to implement over the next five years.

## Community and Stakeholder Engagement

Neepawa community members and stakeholders were invited to engage and provide direction and input through two rounds of engagement. A more detailed project engagement report can be found in **Appendix B**.

### Round 1 Engagement

The first round of engagement took place between December 2022 and May 2023. This round focused on understanding current challenges and barriers to active transportation within the community and identify future opportunities to encourage more residents and visitors to move in healthier and more sustainable ways. Activities included a stakeholder workshop, community pop-up, and online survey.

### Round 2 Engagement

The second round of engagement focused on sharing the policies, programs, and proposed network with community stakeholders. Feedback from stakeholders helped the project team gauge support for the Plan and identify if any adjustments needed to be made.



# ACTIVE TRANSPORTATION TODAY

This section sets the stage for the recommendations and directions outlined in the ATP. It outlines the current state of active transportation in the Town of Neepawa and highlights opportunities to build on current projects, as well as existing plans and policies.

## The Case for Active Transportation

In recent years communities of all sizes across North America have seen increasing interest in shifting away from a reliance on automobiles towards active forms of transportation, including walking and biking. This shift can help communities move towards more balanced transportation systems that encourage healthy and active living, that create more livable environments, and that contribute to cost-effective and efficient infrastructure investment solutions. The benefits of encouraging and enabling active modes of transportation include:

- **Health Benefits:** While the Town of Neepawa has extensive local and regional trails networks, there are currently limited formal biking facilities within the town itself. Investing in active transportation has been shown to create more physically active communities, which can in turn improve psychological well-being and reduce the risk of numerous chronic diseases including Type 2 Diabetes and heart disease. Walking can be the easiest and most affordable way for people in Neepawa to add exercise to their daily routines. We know approximately 90% of Neepawa’s employed labour force commute by automobile.<sup>1</sup> Since 2016, the average age of the population and the number of residents over the age of 65 has decreased.<sup>2</sup> Additional active transportation infrastructure will demonstrate commitment to the health of the population and promote aging in place.
- **Safety Benefits:** Properly designed active transportation facilities that provide dedicated spaces for active transportation users and make people more visible within the roadway have the potential to reduce the risk of collisions, creating a safer transportation system for all road users. Roads designed for slower motor vehicle speeds have been shown to decrease the probability of serious injury and death for active transportation users, and they are much more comfortable for people walking, biking, and rolling. Road safety improvements are important; Manitoba Public Insurance data shows there has been no decrease in the number of collisions between 2013 and 2022.
- **Economic Benefits:** Neighbourhoods, streets, and other destinations that are attractive and accessible for people walking and biking can invite more visitors, who will in turn be patrons of local services and amenities. Investing in active transportation produces a more balanced and equitable transportation system that can move more people for less cost, allowing people of all socioeconomic backgrounds to travel safely throughout Neepawa. With the town aiming to boost tourism in both winter and summer, an active transportation network can also help decrease traffic volumes during seasonal peaks, help attract seasonal workers, and grow tourism in a sustainable way.

---

<sup>1</sup> Main mode of commuting, Neepawa, Manitoba. Census Profile, 2021.

<sup>2</sup> Age characteristics, Neepawa, Manitoba. Census Profile, 2016, 2021.

- **Environmental Benefits:** The transportation sector, especially motor vehicles, is one of the largest emitters of greenhouse gases in Manitoba. Active transportation is a zero-emissions mode that can help to reduce emissions and air pollution while also helping to address motor vehicle traffic congestion. Encouraging more trips by active modes is an important part of climate change resilience strategies and aligns with provincial and federal climate change initiatives.
- **Societal Benefits:** Active transportation enables and encourages social interaction, which helps to build trust, respect, understanding, and a sense of co-operation within a community. Studies show that these important social interactions diminish when motor vehicle volumes increase and walking infrastructure decreases.<sup>34</sup> These interactions are vital for people of all ages and abilities. In addition, providing more active transportation infrastructure can benefit equity-seeking groups in Neepawa, such as their large Filipino community, the Black, Indigenous, and People of Colour (BIPOC) community, women, the 2SLGBTQIA+ community and individuals with mobility and cognitive impairments, by creating safer spaces, lower transportation costs and improving access.

## Community Context

The Town of Neepawa is located on Treaty 2 territory, the traditional lands of the Anishinaabe (Chippewa and Cree). Prior to European contact, generations of Indigenous people occupied the region, moving according to seasonal harvesting of plants and animals. While the area has been occupied for 12,000 years, the Town was incorporated in 1883 and sits at the intersection of Highways 5 and 16 (Yellowhead Route). The town follows the grid pattern hosting a mix of commercial, residential, institutional and greenspace.

Neepawa has a growing population which can be attributed in part due to the number of commercial and industrial manufacturers in the region. It is an attractive location for business due to its central location in Canada and availability of land. For residents and visitors, Neepawa also offers several opportunities for recreation and activity. The town runs recreational facilities including a swimming pool, summer day camp, disc golf course and recreational trails. Additional private facilities include the Yellowhead Centre Arena and the Neepawa Golf and Country Club. While there are several opportunities for indoor recreation or opportunities to play sports, this plan seeks to enhance opportunities for active transportation throughout the town to accommodate active commutes and lifestyles.

---

<sup>3</sup> Town of Vancouver. Walking and Cycling in Vancouver: 2016 Report Card. [Online] 2017.

<http://vancouver.ca/files/cov/walking-cycling-in-vancouver-2016-report-card.pdf>.

<sup>4</sup> Lucas, Karen & Peter Jones. Social Impacts and Equity Issues in Transport: An Introduction (guest editorial). *Journal of Transport Geography*. 2012, Vol 21. doi:10.1016/j.jtrangeo.2012.01.032.

## Demographics

The population of Neepawa has experienced significant growth, as identified in the 2021 Census, with a population of 5,685 representing a 23.3% increase from the 2016 Census. Neepawa is home to a young population with nearly half (44.2%) of residents between the ages of 15 and 44, and the average and median age of the population falls in line with that of the province at 39.9 and 38.8, respectively. Of this group, over 20% are between the ages of 35 to 44.

Neepawa is an attractive area for people within these age ranges partially due to the employment opportunities at several manufacturing companies in the region including HyLife Pork Plant and Stella-Jones wood processing company. As the population continues to grow, creating infrastructure to serve their needs will improve the livelihoods of residents and visitors alike.

Considering community demographics is crucial for creating an equitable transportation system that is safe, comfortable, and accessible for all. It is especially important to understand the transportation needs of marginalized populations, which may include women, seniors, the BIPOC community, immigrants, and refugees, the 2SLGBTQIA+ community, and people who are socio-economically disadvantaged or experiencing homelessness or addiction.

Based on 2021 Census data, 53% of the population identify as a visible minority. The largest visible minority group is Filipino, which make up approximately 88% of visible minority groups. About 4.5% of the population identify as Indigenous, mainly Métis. Approximately 40% of the town's population are immigrants, with most immigrants arriving after 2011. Nearly 9% of the population is considered low income.

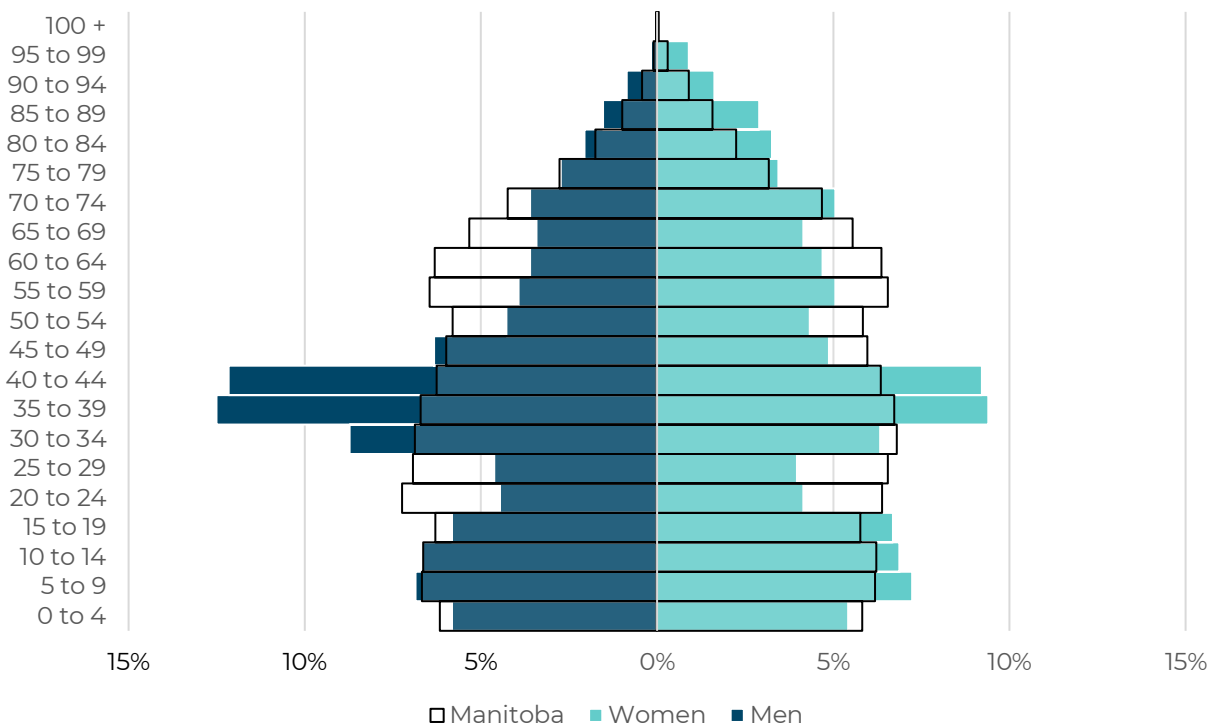


Figure 1 Neepawa Population Pyramid, 2021. (Source: Statistics Canada)



## Land Use

The map below demonstrates the various land uses in Neepawa. The centre of the town is characterized by residential (yellow) land uses, with some commercial (red) land uses spreading outward from Mountain Avenue. The Neepawa Golf and Country Club makes up a significant portion of the open greenspace (green) in the town, along with Park Lake to the south. Commercial land uses are present along sections of PTH 5 and PTH 16 (Main Street). The industrial land uses run adjacent to the railway line. Much of the town is surrounded by agricultural land. Development is occurring south of Main Street in the area surrounding Park Lake.

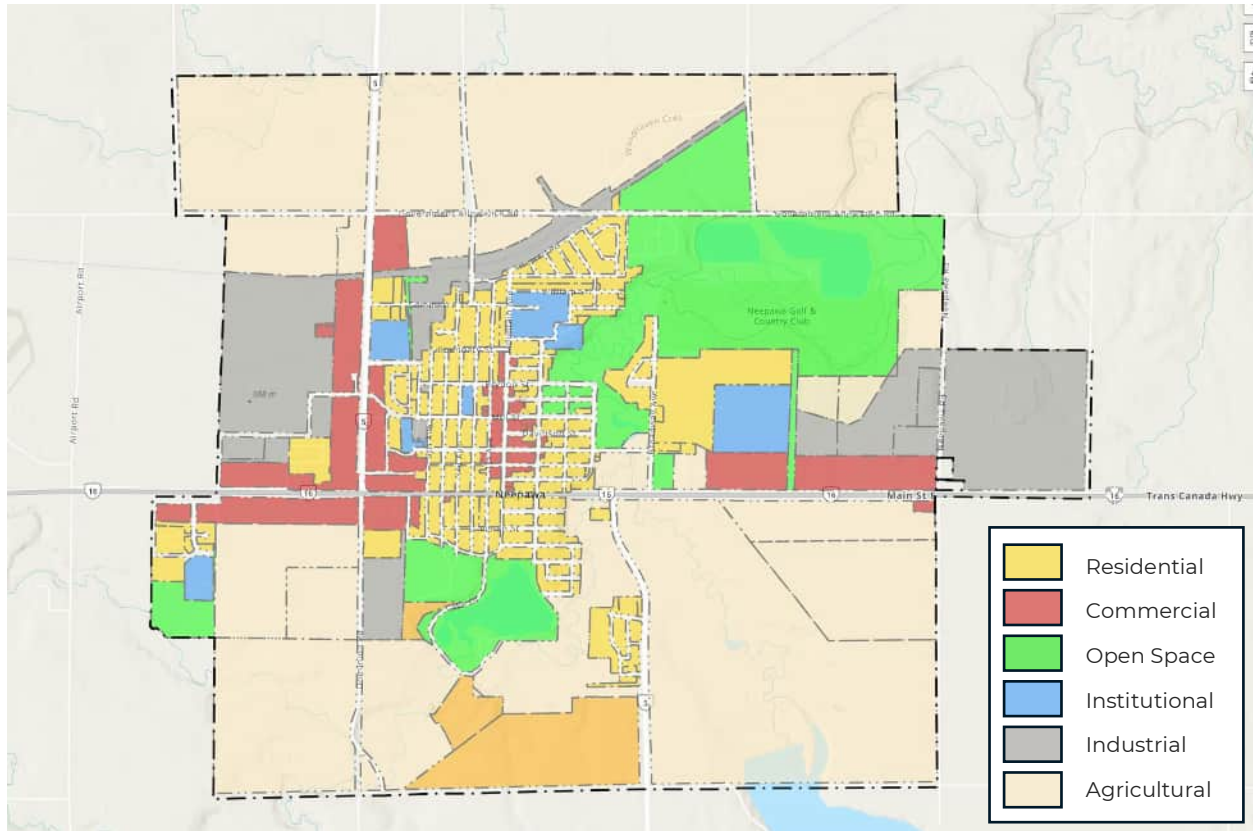


Figure 2 Neepawa Land Use Map

## Existing Travel Patterns

According to the 2021 Census data, approximately 90% of Neepawa residents travel to work in a vehicle, with 22% of those as passengers. Remaining respondents identified walking (6.5%) or another mode of transportation (2.4%). Approximately 12% of women identified walking as their main mode of commuting, while just under 3% of men did. As a result, over 9% more men drive as their main mode of commuting. None of the respondents identified bicycling as their main mode of transportation, which could be attributed to a lack of bicycle facilities within the Town.

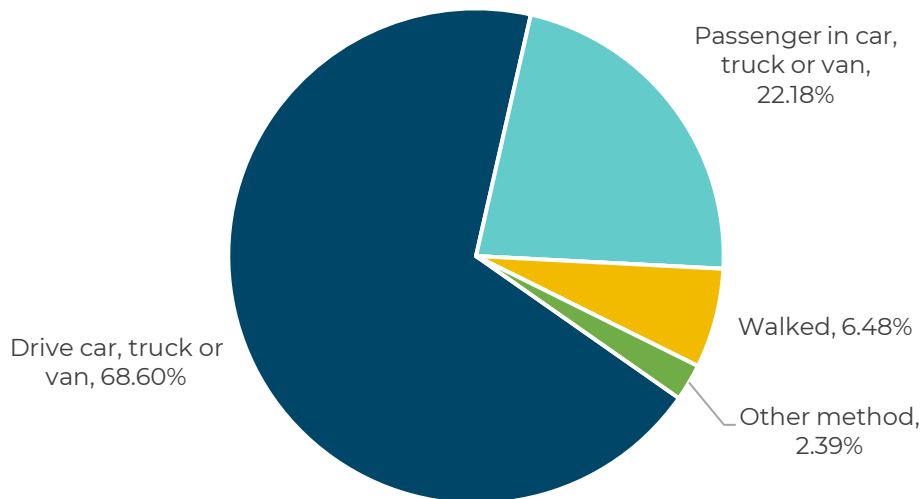


Figure 3. Main Mode of Commuting, 2021. (Source: Statistics Canada)

## Existing Transportation Network

### Road Network

The road network in the Town of Neepawa includes a grid network of local and collector streets with Mountain Avenue serving as a major collector and “Main Street”. PTH 16 is an arterial street within the Town providing the primary east-west connection through the Town. PTH 5 provides north-south connectivity to the regions neighbouring the town. Traffic counts conducted in 2018 indicate a daily traffic volume of approximately 2,000-2,500 vehicles per day on Mountain Avenue in the vicinity of Commerce Street and Hospital Street and approximately 4,300-4,800 vehicles per day on PTH 16 just east of PTH 5 S.

The CP rail line runs east-west near the northern boundary of the town crossing Government Allowance Road, Rosedale Avenue and PTH 5. The railway has played an important role in the incorporation of the town. Hamilton Street, east of Brown Street was the location of the first business centre in Neepawa. Commercial development sprouted west of the original business center on Hamilton Street and Mountain Avenue. Hamilton Street West remains the commercial heart of the town today.

Stop signs are the primary traffic control in Neepawa. Stop signs are present at several intersections along Mountain Avenue, Broadway Avenue, Brown Avenue, Hamilton Street and Main Street. Stop signs are an important traffic calming measure and proposed bicycle facilities are planned on roads where

stop signs are currently located to increase safety for cyclists. A pedestrian crossing is proposed on Main Street between Fourth and Fifth Avenue.

There are two traffic lights on Main Street, one at the intersection of Mountain Avenue and the other at the intersection of PTH 5. The presence of the traffic lights at these intersections is important because these roads are the highway connections that link users to surrounding communities. A third traffic light is at the intersection of Hamilton Street and Mountain Avenue, in the Town’s busy commercial zone with several community destinations including banks, a pharmacy and a library.

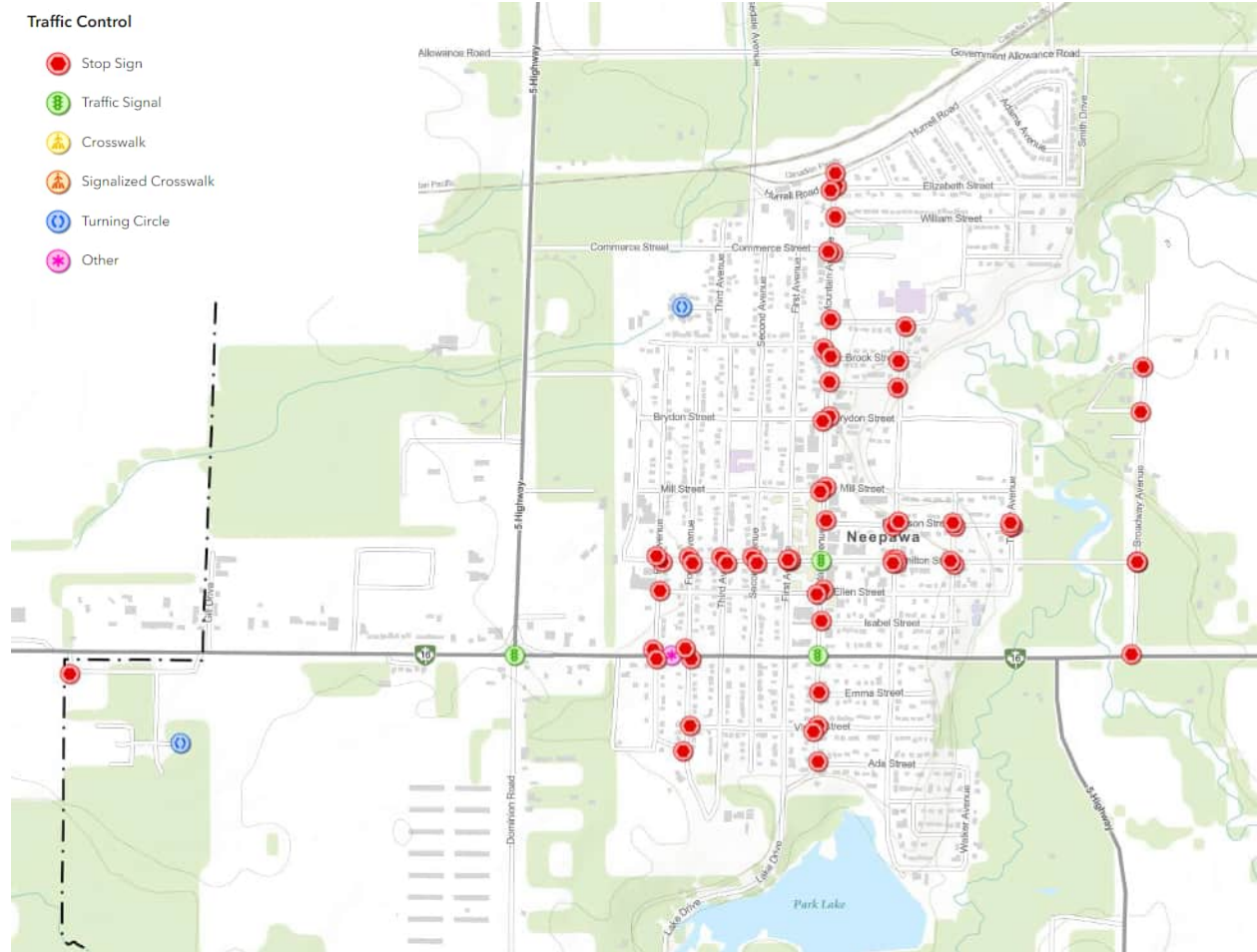


Figure 4. Traffic Control



## Active Transportation Network

The active transportation network in Neepawa includes mixed-use trails and sidewalks, and a connected network of bike lanes are proposed. Nearly 20km of trails are located in Neepawa and the surrounding community. The Trans-Canada Trail (TCT) runs through the town on the east side along the golf course and extends beyond the municipal boundaries. Within the town, the TCT crosses Main Street at two different intersections and circles around Park Lake. Cycling infrastructure proposed in this Plan would connect to the TCT at several intersections and run through the town along Mountain Avenue, and east-west on Hospital Street, Davidson Street and Hamilton Street.

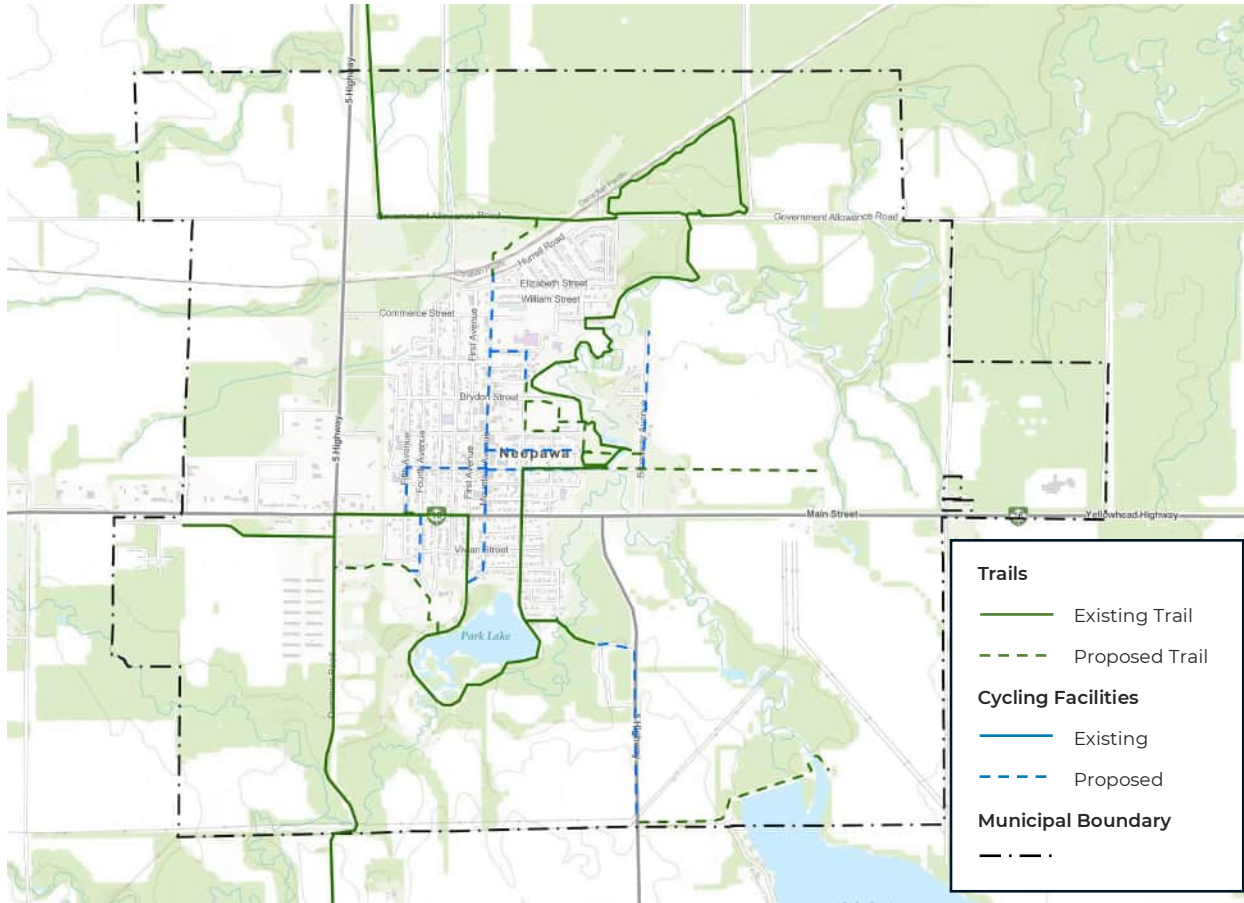


Figure 5. Current and Proposed Cycling and Trail Network

There is approximately 10km of sidewalks connecting Main Street and Mountain Avenue to local streets. Several blocks in the northwest corner of the Town do not have any sidewalk infrastructure whatsoever, while several streets only have sidewalks on one side of the street.

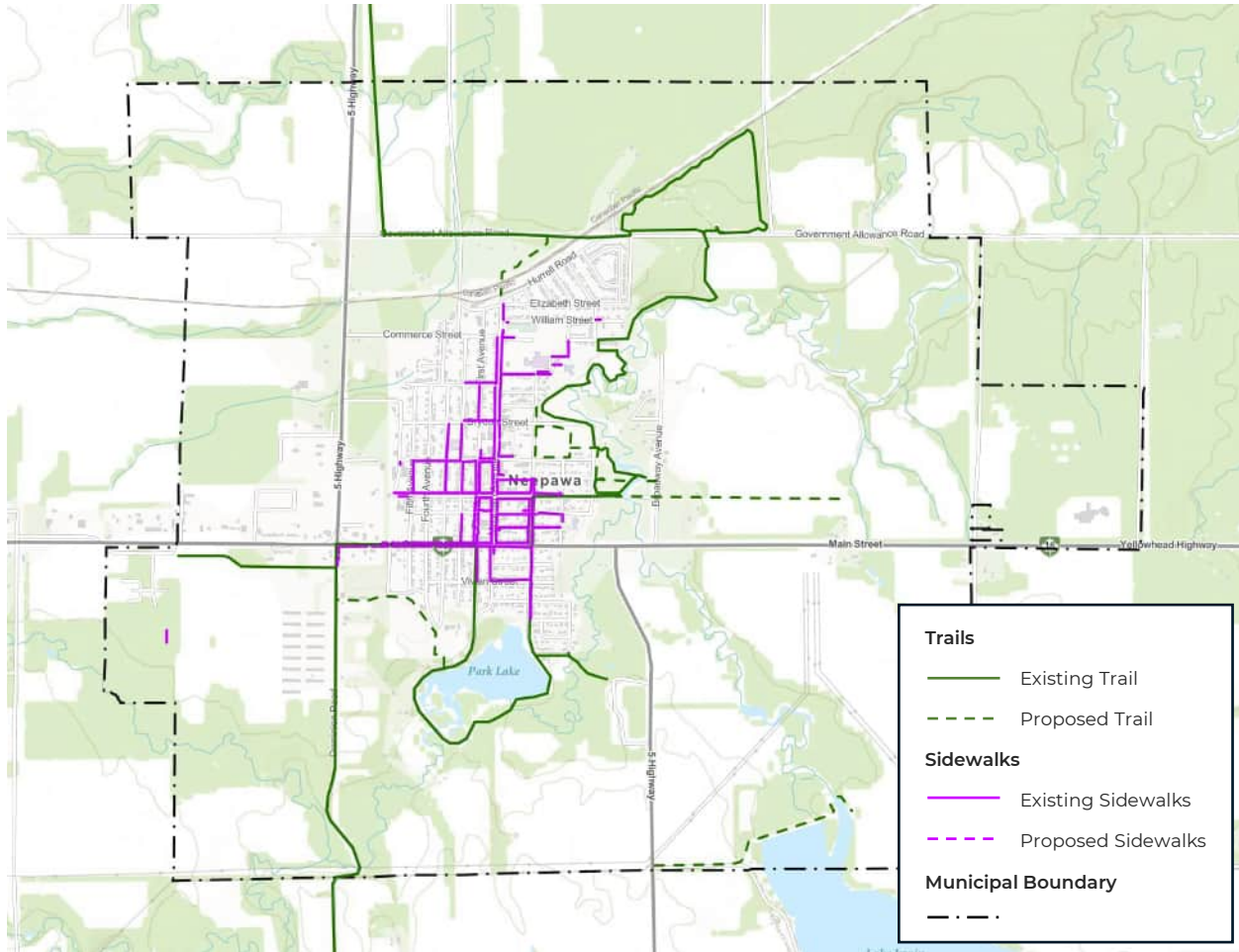


Figure 6. Sidewalks and Trail Network

## Safety

Between 2013 and 2023, MPI data indicates six incidents with injury claims: two reported cyclist incidents (one each in 2014 and 2016) and four reported pedestrian incidents (one each in 2015, 2018, 2020, and 2021). None of the population reported cycling as their main mode of commuting, which could contribute to the few reported cyclist incidents. This safety data relies on residents reporting their incidents and injuries therefore some accidents may go unreported.

### Identified Issues & Opportunities

Residents were asked to provide input on their experience with active transportation in Neepawa and share what initiatives and infrastructure would get them moving. The questions posed to participants were:

***What opportunities are there to increase walking and cycling in Neepawa?***

***What prevents you from walking or cycling more or more often (i.e., built environment barriers, perceptions of risk, network gaps, etc.)?***

Residents felt that **increasing signage, improving safety around schools** and **better maintained roadways** would increase active transportation in the community

Factors that prevent participants from walking or cycling more included a lack of awareness of active transportation networks and not knowing where to go. These concerns could be addressed with the addition of wayfinding signage. Concerns about natural elements including hills and snow on the sidewalks were also noted by participants.



# RELEVANT PLANS, POLICIES & BYLAWS

The ATP is closely linked to and informed by many of the Town's key guiding policies and plans. The ATP also considered relevant regional plans and strategies.

This section provides an overview of the existing plans, policies, bylaws, and design standards that are currently in place to plan, design, and maintain the Town's active transportation network. The review of these documents helped to shape the recommendations and actions of the Active Transportation Plan.

The following local plans and policies related to active transportation in Neepawa, and recommendations for amendments are incorporated into a summary of each policy below.

*Table 1 Town of Neepawa Relevant Plans & Policies*

Plan/Policy	Most Recent Update:
<b>By-Law No. 2933 – Snowmobile Operations within Town Limits</b>	1998
<b>Policy – TRANS-WI-02 – Winter Operations – Sidewalk Snow Clearing</b>	2009
<b>Policy – TRANS-WI-03 – Winter Operations – Winter Sanding</b>	2009
<b>Policy – TRANS-WI-01 – Winter Operations – Snow Clearing and Removal</b>	2010 (last reviewed)
<b>By-Law No. 3134 Amending 2894 Snow Clearing</b>	2014
<b>By-Law No. 3155-16 Traffic Control</b>	2016
<b>By-Law No. 3174-17 Reduced School Speed Zones</b>	2017
<b>By-Law No. 3176-17 – Development Incentives By-Law</b>	2018
<b>Neepawa's Framework for Our Future</b>	2020
<b>Neepawa's Framework for Our Future</b>	2023

### **By-Law No. 2933 Snowmobile Operations within Town Limits (1998)**

**Purpose:** Regulating the operation of snowmobiles within Town boundaries.

*Recommended Amendments:*

- Highlight the importance of respect and care for other road users, especially cyclists and pedestrians.

### **Policy – TRANS-WI-02 – Winter Operations – Sidewalk Snow Clearing (2009)**

**Purpose:** To allow safe passage for all pedestrian traffic, consistent with winter conditions.

*Recommended Amendments:*

- Include bicycle lane clearing in this policy or create a new policy.



### **Policy – TRANS-WI-03 – Winter Operations – Winter Sanding (2009)**

**Purpose:** To reduce the hazards of icy roads conditions to motorists and icy sidewalk conditions to pedestrians.

*Recommended Amendments:*

- Where the policy outlines program purpose, an additional purpose is to reduce the hazards of icy bicycle lane conditions to cyclists.

Include guidelines for bicycle lane sanding entailing: All snow cleared bicycle lanes should be sanded to the same level as the adjacent roadway or as conditions necessitate.

### **Policy – TRANS-WI-01 – Winter Operations – Snow Clearing and Removal (Updated 2010)**

**Purpose:** To reduce economic losses to the community and businesses caused by restricted traffic conditions. To facilitate the movement of emergency vehicles. To allow safe passage for all traffic, consistent with winter conditions.

*Recommended Amendments:*

- Include snow clearing on proposed bike routes after school bus routes are cleared.
- Snow shall not be piled onto bicycle lanes.
- be sanded on a regular basis or concurrently with adjacent road surface being sanded.

### **By-Law No. 3134 Snow Clearing (2014)**

**Purpose:** Regulations for proper snow clearing on business premises and other properties.

*Recommended Amendments:*

- Where the by-law directs residents to ensure snow clearing does not create hazardous conditions for vehicles or pedestrians, include mention of cyclists.

### **By-law No. 3155-16 Traffic Control (2016)**

**Purpose:** For the control and regulation of traffic within the Town of Neepawa.

*Recommended Amendments:*

- Incorporate definition for bicyclist, and bicycle lane
- Add to miscellaneous provisions: No person shall ride, park, or stop in a bicycle lane.
- Adapt miscellaneous provision #4 to accommodate for small wheels (children's bicycles, scooters, mobility devices).
  - Incorporate school speed restrictions into the Traffic Control By-law

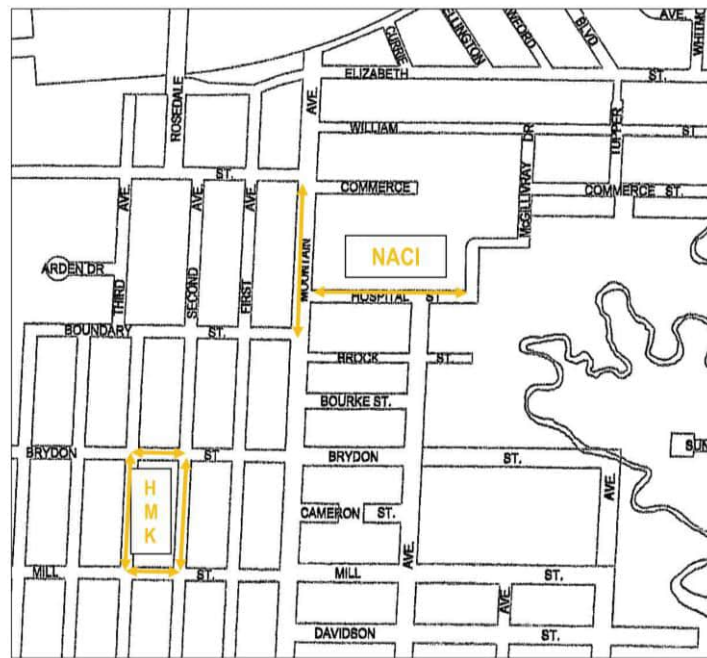
## By-Law No. 3174-17 Reduced School Speed Zones (2017)

**Purpose:** To reduce the speed limit within a school zone on municipal highways and provincial highways in the Town of Neepawa.

*Recommended Amendments:*

- Expand the reduced school speed zones to connect with proposed cycling network.

Schedule "A"  
Reduced-Speed School Zones Map



## By-Law No. 3176-17 Development incentives By-law (2018)

**Purpose:** To establish a development incentive program to attract new residents and businesses; to encourage existing residents and businesses to remain, and encourage new residential, commercial, and industrial development.

*Recommended Amendments:*

- Where the by-law outlines program details, there is an opportunity to identify that eligible development projects must connect to the Town's Active Transportation Plan, ensure the maintenance of established pedestrian and bicycle connections on site, and provide the appropriate parking areas.
- Implement design guidelines that encourage storefronts, multi-family residential developments, and other large developments to face onto sidewalks and to accommodate parking in the rear side of the property. In areas where this is not possible, developments should have highly visible bike parking facilities located at the store entrance and accommodate connections to walking/cycling networks through parking lots.

- Continue to support higher density, mixed use infill development that promote and encourage active transportation.

### Neepawa’s Framework for our future (2020)

**Purpose:** *Neepawa’s Framework for our Future 2020* identifies priorities and associated goals to promote a more diverse and compassionate community, with opportunities for economic growth and development. The five priorities in this framework are: **well balanced growth, sustainability and stewardship, economic stability and prosperity, fiscal responsibility**, and a **vibrant, safe, and healthy community**.

*Recommended Amendments:*

- Include active transportation in the infrastructure strategy to enable future development.
- Highlight the importance of AT infrastructure in sustainable development and climate change planning.
- Work with local industries to develop AT infrastructure pathways that encourage active commutes between the Town and industry workplaces outside its boundaries. One example is the partnership between Neepawa and HyLife.
- Partner with local industries to promote and incentivize AT commutes by offering bike parking and other incentives to employees.
- Collaborate with regional partners to expand the trail network within the region.
- Develop education and awareness materials for schools and workplaces on the benefits of AT for individuals and communities.

### Neepawa’s Framework for our future (2023)

- P5 Goals – “Expand and maintain our network of active transportation infrastructure.”
- P5 Goals – “Provide the best possible recreation and leisure opportunities.”

## Regional, Provincial and Federal Plans & Policies

### Neepawa and Area Planning District (NAPD)

#### NAPD Development Plan

**Purpose:** The NAPD includes the Rural Municipalities of Langford, Rosedale, and Lansdowne and the Town of Neepawa. This plan is meant to provide broad, general guidelines for future development, with the expectation that the guidelines be amended as conditions change. The overall goal of the plan is to enhance the physical, socioeconomic, and environmental opportunities for the residents in the Planning District.

The development plan distinguishes rural and urban areas to highlight different issues, goals and policies associated with development in these areas.

*Recommended Amendments:*

- 6.0 Recreation and Open Space Designation - Development



The NAPD designates six main recreation areas/facilities in the Town of Neepawa and include a broad development strategy and several policies for future development.

- Amend section to include specific mention of AT where policies already support the development of walkways, parks, and recreation areas.

- 9.0 Utilities and Services

“Maintain and improve the existing level of public works and transportation systems within the community.”

- Expand this to include suggestions for adding AT networks within the community.

### Zoning By-Law 3184-18

**Purpose:** The Town of Neepawa zoning bylaw is meant to regulate the use and development of land, the bylaw was enacted in 2018. The zoning bylaw includes information on general regulations, zones, and use-specific regulations. Figure 5 is the zoning map for the Town of Neepawa.

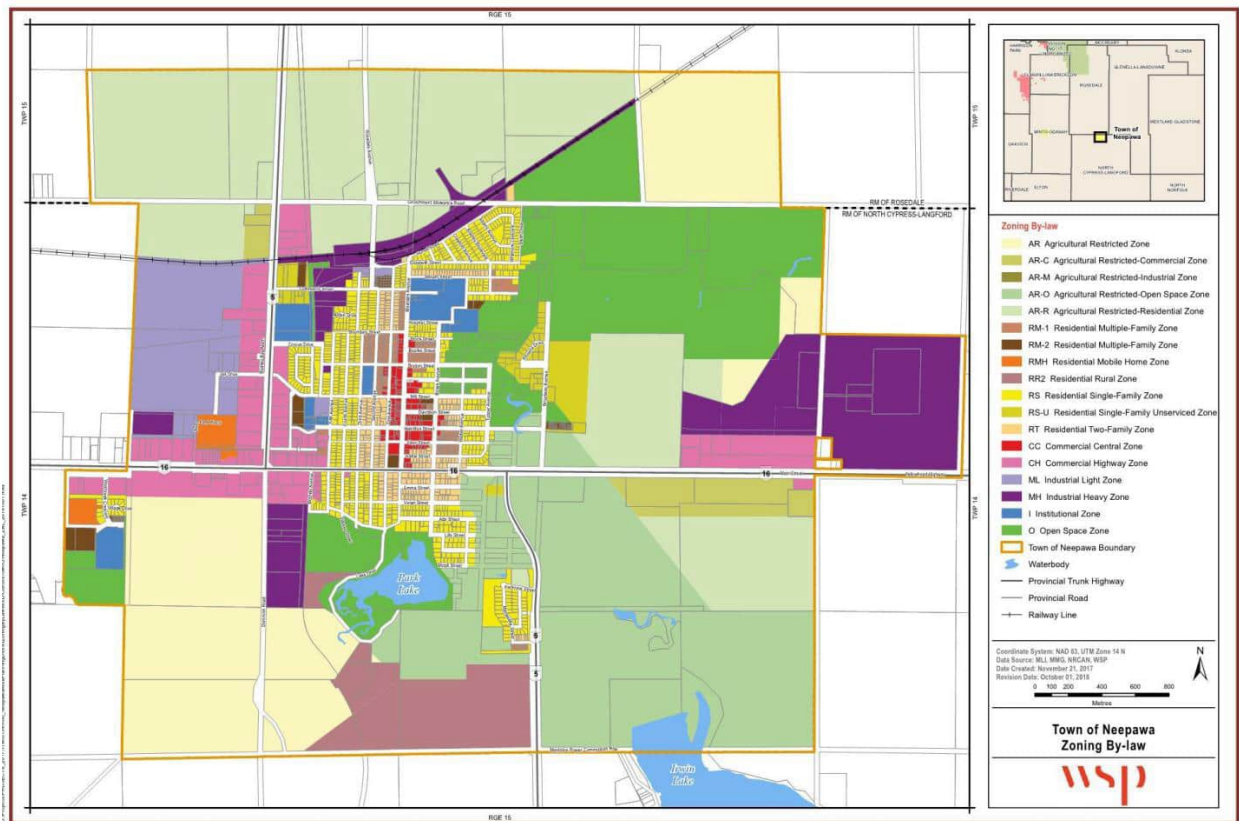


Figure 7. Zoning Map

### *Recommended amendments:*

- Definitions:
  - Definition of parking area and space expanded to not solely apply to motor vehicles.
  - Include bicycle and pedestrian definitions.
- 1.9.4 Permit Application Requirements:
  - Plans are required to show vehicle access and parking areas. This should be updated to include any relevant pedestrian and bicycle alignments approved within the active transportation network, as well as requirements for noting bicycle parking areas. This is an opportunity to incorporate bicycle parking options as part of new development projects.
- 3.19.4 Parking and Loading Spaces Required:

Parking requirements for residential, commercial, and institutional uses should be considered for reduction where connectivity and enhancement of other options are provided. A parking management plan could be provided to support the reduction in parking requirements. For example:

- Pedestrian connections
- Provision of bicycle parking
- Access to a shared vehicle or shuttle for resident use
- Shared parking opportunities are available

## **Regional Recreation Master Plan**

The Regional Recreation Steering Committee completed the Regional Recreation Master Plan that proposed a network of active transportation routes to link the communities existing recreational hubs. As part of the development of this plan, **walking and cycling paths were identified in the top three recreation needs for the community.**

The findings and recommendations within the Master Plan were based on interviews with 36 local organizations, as well as a public consultation process that collected 287 completed surveys.

45.2% of respondents listed Recreation Services as being most important for Quality of Life in the community, followed by Low Crime and Safety at 26.8%, and Healthcare Services at 21.2%. Walking was listed as the most enjoyable activity by 36.4% of respondents, taking top spot. An impressive 92.4% of respondents indicated that new, improved, or expanded recreation and park facilities were needed in the region.

## **Province of Manitoba**

### **PTH #16 Functional Design (2004)**

A functional design study of PTH 16 from 2.4 km west of PTH 5 N to 2.5 km east of PTH 5 S was completed by ND LEA Engineers & Planners Inc. (now WSP) in 2004. The study was part of a Manitoba Transportation and Infrastructure program to upgrade the Yellowhead Highway (PTH 16). The study explored options to improve the overall capacity and access control through the Town of Neepawa, and included a plan for future staged construction as traffic demands warrant improvement and budgets allow. The project's objectives were:

- Provision of safer free-flow conditions for traffic through Neepawa.
- Design of the urban section of the highway with minimum community impact.
- Improvement and control of access throughout the length of the project; and
- Protection for a future four lane highway at the east and west end of the study area.

The study analyzed 1999 peak hour traffic volumes and projected 2019 peak hour traffic volumes and found that the intersections of PTH 16 and PTH 5 N, PTH 16 and PTH 5 S, and PTH 16 and Mountain Avenue were all anticipated to have a level of service of C or better in 2019 with the existing configurations at the time.

The recommended design consists of a variety of different cross-sections taking into consideration the adjacent lands and existing development within each region. West of Airport Road, the design was to twin the highway with a rural cross-section consisting of a 50.0m ditched median and an overall right of way width of 123.2m at the west limit of the study. Between Airport Road and PTH 5 N, the recommended design was a semi-urban divided cross-section consisting of a 5.0m median and a service road on the south side. The service road would require a 12.7m widening of the highway right-of-way to the south. Between PTH 5 N and PTH 5 S, the recommended design was an urban cross-section consisting of a 5.0m median within the existing 30.175m median. Since the existing roadway is four-lane undivided, the roadway would need to be widened into the boulevards to obtain the additional 5.0m required for the proposed median. As a result, more than 60 of the mature trees that line each side of the roadway would need be removed and the sidewalks would need to be rebuilt closer to the property line.

While the addition of the median and associated access management will be a benefit to overall traffic safety, it comes at the expense of the affected property owners, the pedestrian realm, and the aesthetics of the corridor and a significant environmental impact.

## Government of Canada

### National Active Transportation Strategy (2021)

Canada has set a target to cut its GHG emissions by 40-45% below 2005 levels by 2030. To support this effort, Canada has recently established a federal National Active Transportation Strategy and National Active Transportation Fund to encourage and support investments in pathways and trails for cycling, walking, wheelchairs, e-bikes and scooters, to give everyone the opportunity to be active and access public transportation. The strategy ensures that communities of all sizes can look to incorporate more active transportation in their everyday lives through new partnership opportunities to help finance transformational active transportation infrastructure programs for communities with shovel-ready projects that meet the goals of making active transportation safe, comfortable, and connected.

# SETTING FUTURE DIRECTION

## Principles, Themes, and Objectives

To guide future investments, the ATP is structured around the following vision statement:

*“By 2033, Neepawa is a regional leader in active transportation. Residents of all ages and abilities enjoy walking, cycling, and rolling as safe and convenient mobility options throughout the year, contributing to a healthier, more resilient, and more equitable community that continues to attract new residents and investment. Visitors prize Neepawa’s world-class cycling and walking facilities along the river valley and throughout the community.”*

Building a culture for active transportation in Neepawa will require significant investments in building a network of safe, high-quality infrastructure, in addition to new programs and policies to promote awareness, education, and safety of all road users.

A critical component through the development of the ATP was ensuring that the planning process and the proposed recommendations were inclusive, equitable, and reflected what community members and stakeholders identified was important to them. The direction of the ATP was guided by five main planning principles that are reflected throughout the document: **Age friendly, climate, equity, community health, and indigenous reconciliation.**

Building off these planning principles along with the feedback and input received from community members and stakeholders, three key themes were identified to enhance active transportation in Neepawa. The three overarching themes are: **Connect, Discover, and Promote.** Each of these theme areas are intended to support Neepawa to achieve the project goal.

**Connect:** Focuses on providing safe and comfortable connections between destinations within Neepawa and identifies strategies to improve integration of active transportation with other modes and project.

**Discover:** Focuses on enhancing the experience for people walking, biking, and rolling, making active transportation a convenient and reliable way to discover the Town and get around.

**Promote:** Focuses on making active transportation more visible and common in Neepawa through wayfinding, education, awareness, and promotion.



Themes		
CONNECT	DISCOVER	PROMOTE
Strategies		
<ul style="list-style-type: none"> <li>• Improve Pedestrian Infrastructure</li> <li>• Expand Cycling Infrastructure</li> <li>• Provide accessible detours for people walking and cycling during construction and maintenance</li> <li>• Actively Support Active and Safe Routes to School Programs to Encourage and Spread Awareness of the Benefits of Walking and Cycling to School</li> <li>• Provide Bicycle Education and Skill Training (BEST) for students in Elementary and Secondary Schools</li> <li>• Report Annually on Growth of the Active Transportation Network as well as Annual Spending on Active Transportation</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage Active Transportation in Land Use Planning</li> <li>• Promote Active Transportation Education and Awareness</li> <li>• Integrate Active Transportation Connections into Parks</li> <li>• Install public amenities including benches, street trees, lighting, drinking fountains, washrooms, and recycling bins in the public right of way</li> <li>• Support higher density, mixed use infill development that promotes and encourages active transportation</li> </ul>	<ul style="list-style-type: none"> <li>• Implement Traffic Calming Measures</li> <li>• Provide lighting along sidewalks, bicycle routes, and pathways where appropriate</li> <li>• Collaborate with Schools and Businesses</li> <li>• Follow Complete Street Design Principles in all new Development and Road Projects</li> <li>• Ensure Bicycle Parking and end-of-trip facilities are provided at all Town of Neepawa Owned and Operated Facilities</li> <li>• Establish a Transportation Demand Management (TDM) Program to Work with Local Businesses to Encourage Employees to Use Sustainable Modes of Transportation</li> <li>• Lead by Example to Encourage and Incentivize Town Employees to Walk or Cycle to Work</li> <li>• Create a permanent Active Transportation Committee to advance AT programs and infrastructure</li> <li>• Follow the Accessibility Standard for Transportation as identified under the Accessibility for Manitobans Act</li> </ul>

The sections below expand on the themes and their overall objectives, followed by an implementation strategy that outlines next steps, priorities, cost estimates and funding strategies to implement the ATP.

The Town of Neepawa can implement several active transportation policies to promote and encourage walking, cycling, and other forms of non-motorized transportation. These policies can help improve the health and well-being of residents, reduce traffic congestion, and contribute to a more sustainable and livable community.

## Theme: Connect

The theme **Connect** includes objectives to support a complete and connected active transportation network throughout Neepawa and improve regional connections. This theme focuses on providing safe and comfortable connections between destinations and better integration of active transportation with other modes. A well-connected network of both on- and off-street active transportation facilities can significantly improve the ease of moving around the community, increase recreational opportunities, and make travelling by active transportation safer and more practical.

### Objectives:

- Develop a complete active transportation network that connects employment, recreation, and commercial destinations around the Town.
- Improve the safety and accessibility of vulnerable road users.

### Actions:

- **Improve pedestrian infrastructure:** Enhance the Town's pedestrian infrastructure by constructing and maintaining sidewalks, crosswalks, and pedestrian-friendly pathways. Ensure that these facilities are accessible, well-lit, and connected to key destinations such as schools, parks, and commercial areas. The Town should work to identify areas with sidewalks that are either below standard, located too close to the curb (less than 0.6 metres), or are presently too narrow to comfortably serve the volume of pedestrians that currently utilize them. The Town should continue to allocate a portion of their capital renewal funds to upgrading and replacing sidewalks and maintain their list of upcoming projects. The Town should continue to ensure that considerations for pedestrian facilities are made throughout the design and implementation stages of all infrastructure projects, including major road upgrades as well as capital projects such as sewer works.
- **Expand cycling infrastructure:** Develop a network of dedicated cycling lanes, shared-use paths, and bike-friendly streets to encourage cycling as a viable mode of transportation. Install bike racks and bike parking facilities at strategic locations throughout the town. The Town should continue to follow guidelines such as the Transportation Association of Canada's Geometric Design Guide standards for the design and installation of bicycle infrastructure to ensure that new cycling facilities in the Town are reflective of current design standards, and congruent with cycling facilities in other parts of Manitoba. The Town should continue to ensure considerations for bicycle facilities are made through the design and implementation of new and upgraded roads, as well as other infrastructure projects within the Town.
- **Provide accessible detours for people walking and cycling during construction and maintenance:** Ensuring accessible detours includes providing adequate information and advance notice that a sidewalk or bicycle lane is closed, as well as providing adequate detour information to bypass the construction zone. Signage should also display alternate routes. The Town can require contractors to establish temporary paths where necessary and implement a penalty structure for those who do not comply. Detours should be provided for users of all ages and abilities. The Town should review its current construction detour policies and develop new guidelines for contractors and Town departments to ensure that they represent best practice for accommodating all active transportation users.
- **Actively support Active and Safe Routes to School programs to encourage and spread awareness of the benefits of walking and cycling to school** - Active and Safe Routes to School is a community-based initiative that promotes the use of active transportation for daily trips by children to and from school. Active and Safe Routes to School programs typically focuses on the 5 e's: *engineering, education, encouragement, enforcement, and evaluation.*

Initiatives such as in-class curriculum, walking clubs, walking/cycling school buses, no-idling campaigns, active transportation-based field trips, and road safety education for secondary school students supports active transportation education and uptake among students. This action could also include the creation of active transportation/school travel plans for all new or refurbished schools in Neepawa.

- **Provide Bicycle Education and Skill Training (BEST) for students in elementary and secondary schools** - Hands-on bike skills courses offered at schools, including those participating in Active and Safe Routes to School programs, help students gain the confidence and skills to ride to school. The BEST Program is offered through Manitoba Public Insurance and is an educational cycling program that encourages and teaches students in Grades 6 to 8 to bicycle for transportation and recreation. The program is currently taking place in all middle schools in the Seven Oaks School Division, Louis Riel School Division, and St. James-Assiniboia School Division. As a result, the Beautiful Plains School Division has the opportunity to be the first school division outside of Winnipeg to participate and provide students with the valuable life skill of being able to comfortably ride a bike on roads with vehicles present.
- **Report annually on growth of the active transportation network as well as annual spending on active transportation** - The Town of Neepawa should report back on active transportation statistics and trends to residents, as well as through regular reports to the Town Council. This information can be shared through various means including social media and future Active Transportation report cards, an annual report being produced in many towns and cities across Canada. The Town of Neepawa should develop a program for reporting back to the public information that indicates the annual spending on active transportation and growth in the active transportation network.

## Theme: Discover

For active transportation to become a more attractive way to move around Neepawa, the network needs to be as accessible and convenient as possible. Strategies aimed at improving the user experience typically relate to equity and access as well as the types of infrastructure that are needed to support the convenient and comfortable discovery of the Neepawa Active Transportation network. The **Discover** theme ensures that all residents and visitors will have a comfortable, safe, and enjoyable experience when walking, bicycling, and rolling in Neepawa. This includes designing and building safe and accessible facilities, ensuring routes are well maintained, providing key amenities that encourage active transportation, and creating great streets that people want to visit.

### Objectives:

- Support effective land-use planning to build an environment that makes walking and cycling more convenient and enjoyable.
- Boost opportunities for local and regional active tourism.

### Actions:

- **Encourage active transportation in land use planning:** Incorporate active transportation considerations into land use planning and development processes. Ensure that new developments are designed to be walkable and bike-friendly, with amenities and services easily accessible by foot or bicycle.
- **Promote active transportation education and awareness:** Launch educational campaigns to raise awareness about the benefits of active transportation and provide information on safe walking and cycling practices. Offer workshops, seminars, and community events to educate residents about active transportation options and encourage behavior change.

- **Integrate active transportation connections into parks:** The Town should seek to ensure that existing and planned trails within Town parks and community centres connect to the broader active transportation network. This will enable users are able to seamlessly connect to active transportation corridors within Neepawa parks, encourage residents to utilize active transportation when going to these facilities, and encourage increased usage as residents walk or bike to these recreational destinations.
- **Install public amenities including benches, street trees, lighting, drinking fountains, washrooms, and recycling bins in the public right of way:** Simple improvements to the right-of-way can vastly improve the pedestrian experience, and help to encourage residents to go for a stroll along streets that support these activities. Amenities such as benches provide a space for people to rest; street trees can provide valuable shade on a hot day and help to reduce the urban heat island effect and noise from vehicles; lighting can help provide a safer environment; washrooms allow for longer walking trips; and recycling bins can encourage the proper disposal of used containers. Installing these amenities in the public right-of-way will demonstrate the commitment of the Town of supporting walking and cycling as recognized forms of transportation. These amenities are intended to create more attractive, convenient, and lively public areas that encourage people to spend more time outdoors and to provide more opportunities for people to rest and socialize.
- **Support higher density, mixed use infill development that promotes and encourages active transportation:** Higher density and mixed-use developments can help support active transportation by providing more destinations within a shorter travel distance. Areas that contain a mix of commercial, institutional, and recreational uses allow residents the opportunity to 'live, work, and play' in the same area and to move between activities conveniently on foot or bicycle. Where space is available and zoning is appropriate, encouraging higher density developments with site-specific mixed-use options in identified neighbourhood clusters is recommended to help generate more active trips.

## Theme: Promote

The theme **Promote** includes actions that will make it easier for residents and visitors to get around Neepawa by active modes. This theme area focuses on encouraging active transportation for all ages by improving access to education opportunities and making active transportation more visible across Neepawa through wayfinding, awareness, and celebration. Building a supportive culture for active transportation in Neepawa will make it easier and more enjoyable for residents and visitors to get around. Encouragement initiatives are important for ensuring residents and visitors feel excited to use active transportation to navigate through Neepawa. When active transportation facilities are well used by community members, residents and visitors are more likely to have a safe and enjoyable experience walking, bicycling, or rolling

Some of the ways the Town can encourage active transportation is through increased opportunities for education and skill-building. These education opportunities will support residents of all ages to make active trips a part of everyday routines. The Town can work to raise awareness and promote active transportation investments to encourage participation. Sharing progress with community members through consistent reporting on the implementation of the Active Transportation Plan will help demonstrate progress in the community.

### Objectives:

- Ensure that the active transportation network is equitable and accessible for all residents.
- Foster a culture of support and use of active transportation to move about.



## Actions:

- **Implement traffic calming measures:** Install traffic calming measures such as speed bumps, raised crosswalks, and traffic circles to create safer and more pedestrian-friendly streets. These measures can help reduce vehicle speeds and improve the overall safety of active transportation users.
- **Provide lighting along sidewalks, bicycle routes, and pathways where appropriate:** Strategically placed lighting along active transportation facilities may help to both reduce the impulse for persons to engage in criminal acts if they feel they will be seen, as well as increase the feeling of safety and comfort for the users of these facilities. This allows for safe and comfortable use of the network both day and night. This is especially important during the winter months as both the morning and evening commutes take place in the dark.
- **Collaborate with schools and businesses:** Partner with local schools and businesses to promote active transportation initiatives. Encourage schools to implement walking and cycling programs, organize walking school buses, and provide safe routes to school. Work with businesses to provide amenities such as showers and changing facilities for employees who choose to walk or cycle to work. Provide incentives and/or funding for bicycle parking.
- **Follow Complete Street design principles in all new development and road projects:** As the Town plans for the future, it should ensure that all new road projects and developments consider the installation of complete streets as part of these projects. This will help ensure consistency in road design and help create a predictable and connected walking and cycling network. This will also help ensure that new communities and roads in the Town of Neepawa provide safe and efficient facilities for those on foot and bike and encourage the use of these transportation modes.
- **Ensure bicycle parking and end-of-trip facilities are provided at all Town of Neepawa owned and operated facilities:** Installing and improving existing bicycle parking and end-of-trip facilities at Town of Neepawa owned and operated buildings demonstrates leadership, and reinforces to residents, developers, and private business owners that bicycle parking is important. Adequate bicycle parking at libraries, recreation centres, and other civic facilities will benefit employees, residents and visitors and support access to these facilities using active transportation.
- **Establish a Transportation Demand Management (TDM) program to work with local businesses to encourage employees to use sustainable modes of transportation:** This action includes the promotion of Transportation Demand Management (TDM) programs and initiatives that encourage employees to use active forms of transportation. This includes supporting employers located in Neepawa to provide amenities and benefits that help to encourage employees to travel by sustainable modes. This can include providing secure bicycle parking, showers, and storage lockers for employees. This can also include encouraging employers to consider flexible work schedules and work from home policies, promoting carpool and ride share arrangements, allowing for tele-commuting options, and managing on-site parking.
- **Lead by example to encourage and incentivize Town employees to walk or cycle to work -** Using similar TDM tools as those used by other employers in Manitoba, the Town itself should expand its efforts to encourage and motivate its own civic employees to walk or cycle as much as possible. Undertaking this action will help to shift many Town employees out of their personal vehicles into other more sustainable forms of transportation, and studies have shown that this modal shift results in improved physical and mental health, and a reduction in illness and employee absenteeism rates. Actively demonstrating a commitment to sustainable transportation through the adoption of this policy will show that the Town is committed to a

healthier and less polluted city, and “walks the walk” when it comes to reducing the use of single occupancy vehicles.

- **Create a permanent Active Transportation Committee to advance active transportation programs and infrastructure:** This committee could be a committee of council, or as a sub-committee of community members and organizations. At the second stakeholder session in the fall of 2023, several organizations, including Prairie Mountain Health, expressed interest in supporting the formation and function of such a committee. This committee should meet on a regular basis to review the Town’s progress on achieving all of the recommendations and infrastructure improvements outlined in the ATP, seek new opportunities for funding and programs, and actively promote active transportation within the community.
- **Follow the Accessibility Standard for Transportation as identified under the Accessibility for Manitobans Act:** The Accessibility Standard for Transportation addresses barriers Manitobans might encounter while travelling to work, school, shopping, socializing and other aspects of daily life. This standard is expected to be announced this fall and will include ensuring that all public corridors are suitable for all user types, including those using mobility devices, the visually impaired, cognitively impaired, and deaf or hard of hearing. In the interim, the Institute of Transportation Engineers has some good guidance on design considerations for pedestrians with disabilities that can be found here: <https://toolkits.ite.org/uiig/ada.aspx>. The Accessibility for Ontarians with Disabilities Act (AODA) also has some resources on recreational trails that is well developed: <https://www.accessforward.ca/publicSpaces/requirements-trails>
- **Reduce pedestrian crossing distances by providing narrower roads and lanes and consider curb extensions or median islands where feasible:** The Town should strive to reduce the crossing distance on its streets by narrowing the cross-section of roadways, either through the installation of median islands in the centre of roadways, or through the addition of curb extensions to the side of roadways. Reducing crossing distances not only serves to improve the safety and comfort of pedestrians by requiring less time to cross the street, but also serves to reduce the speed of vehicles passing through these corridors, as the width of roads is one of the biggest determinants of vehicle speeds.

To help ensure that the actions listed above are having the intended impact, it is important that the Town to regularly monitor and evaluate the effectiveness of active transportation policies and initiatives. This requires collecting data on mode share, safety, and user satisfaction to assess the impact of these policies and make necessary adjustments. More information on Implementation and Monitoring can be found in a later section.

# ACTIVE TRANSPORTATION NETWORK PLAN

The Active Transportation Plan proposes to develop a fully integrated network for walking and cycling throughout the Town. Recommendations in the Plan follow national and international best practices to create an all ages and abilities (AAA) network.

- **Regional Connector:** These facilities provide the regional links to surrounding areas beyond Town boundaries. Because they are major links, some of the regional connectors are destination trails, offering experiences of natural features of ecological significance.
  - Recommended Facility Types: Multi-use pathways, protected bike lanes, trails
- **Community Connector:** These provide the major links within the Town, such as from residential areas to community amenities. Many of these facilities will follow road corridors, since the roads already provide links, and they provide access across challenging terrain. Even though a route may follow a road, the facility can be located off and separated from the road surface.
  - Recommended Facility Types: Multi-use pathways, protected bike lanes, local street bikeways
- **Neighbourhood Connector:** These routes are the “local” links in the system, connecting neighbourhoods to the regional and community connectors and serving local needs, e.g., safe routes to schools.
  - Recommended Facility Types: Multi-use pathways, local street bikeways
- **Trails:** These trails are typically located within the Town’s parks and along the Whitemud River. Some of the trails connect with Town-wide routes, and others function as part of the destination experience. These are generally for recreational use.

By implementing these active transportation policies, the Town of Neepawa can create a more walkable and bike-friendly community, improving the quality of life for its residents and contributing to a more sustainable future.

## Network Prioritization

The proposed long-term Active Transportation Network Plan (ATNP) for the Town of Neepawa identifies new and improved pedestrian facilities, multi-use pathways, bicycle routes, and trails. This magnitude of improvement will require significant financial investment and may take several years for the Town of Neepawa to fully implement. Priorities have been established to focus improvements on high demand and high need areas that either currently experience, or have the potential for generating, the highest levels of active trips. The purpose of this section is to outline the methodology that may be used to identify priorities for implementation and construction of the active transportation network over the next 10 years.

Common criteria for the prioritization of active transportation infrastructure are shown in the following table (*Table 2: Prioritization Criteria*) and include road classification, connections to key trip generators such as schools, parks, and other destinations, network need and connectivity, equity, and safety. By identifying and analyzing these criteria for specific corridors and comparing them to each other, priorities may be identified.

It is important to note that through additional planning work, feasibility studies, feedback from residents, and alignment with other plans and capital projects that some routes may be reprioritized. There are also other variables that need to be considered which may not be able to be fully accounted for at this time, such as pressing and potentially unforeseen accessibility and equity considerations, damaging weather events, as well as funding and resource constraints. Additional engagement with targeted groups may be required to ensure that equity is fully considered when prioritizing projects, and priorities may shift as critical needs arise.

Table 2 Prioritization Criteria

Factor	Description	Priority
<b>Road Classification</b>	Urban Collector Road	Highest
	Urban Local Road	
	Rural Collector	
	Rural Local Road	Lowest
<b>Schools</b>	Directly adjacent to any school	Highest
	School within 200m	
	School within 400m	Lowest
<b>Active Transportation Generators</b>	Directly adjacent to/within any key destination or commercial area	Highest
	Key destination/commercial area within 200m	
	Key destination/commercial area within 400m	Lowest
<b>Network Connectivity</b>	Connects to existing facility on both ends	Highest
	Connects to existing facility on one side	
	Does not connect to an existing facility	Lowest
<b>Network Need</b>	No active transportation facility on either side	Highest
	Active transportation facility already on one side	
	Active transportation facility on both sides	Lowest
<b>Equity</b>	Located in area of high equity need	Highest
	Located in area of moderate equity need	
	Located in area of low equity need	Lowest
<b>Population Density</b>	Located in Area of High Population Density	Highest
	Located in Area of Moderate Population Density	
	Located in Area of Low Population Density	Lowest
<b>Safety</b>	Located in area with history of safety concerns	Highest
	Located in area with no history of safety concerns	Lowest



## Facility Types

Selecting the appropriate active transportation facility is essential for creating a safe and convenient environment for pedestrians and cyclists. When considering the design and location of the facility, several factors come into play. Motor vehicles speeds and volumes are a primary consideration when determining the appropriate facility type. The higher the vehicle speeds and the higher the volumes of traffic, the more separation and protection is needed for a cycling facility in order to be safe and comfortable for all users. On streets with low traffic volumes and low traffic speeds, separated cycling facilities may not be necessary to provide a safe and comfortable environment, however interventions may be needed to ensure that traffic speeds and volumes are both low.

Other considerations include the connections to (and continuity of) adjacent facilities. Active transportation facilities should be easily accessible and well-connected to key destinations such as residential areas, schools, workplaces, and recreational areas. By providing a comprehensive network of bicycle facilities, this will encourage more people to choose cycling as a mode of transportation, leading to reduced congestion and improved air quality.

Community engagement and feedback should also be considered in the facility selection process. Consulting with local residents, cycling organizations, and other stakeholders helps to understand their needs and preferences, ensuring that the chosen facility type aligns with the community's vision for cycling infrastructure.



Figure 8 Continuum of Bicycle Facilities

Risks associated with various facilities should also be considered as part of the design process. Various facility types are associated with a greater risk of injury. Table 3 below shows the risk of injury posed by various facilities. As clearly conveyed in the table below, separating users from vehicle traffic greatly reduces the risk of injury for vulnerable road users.

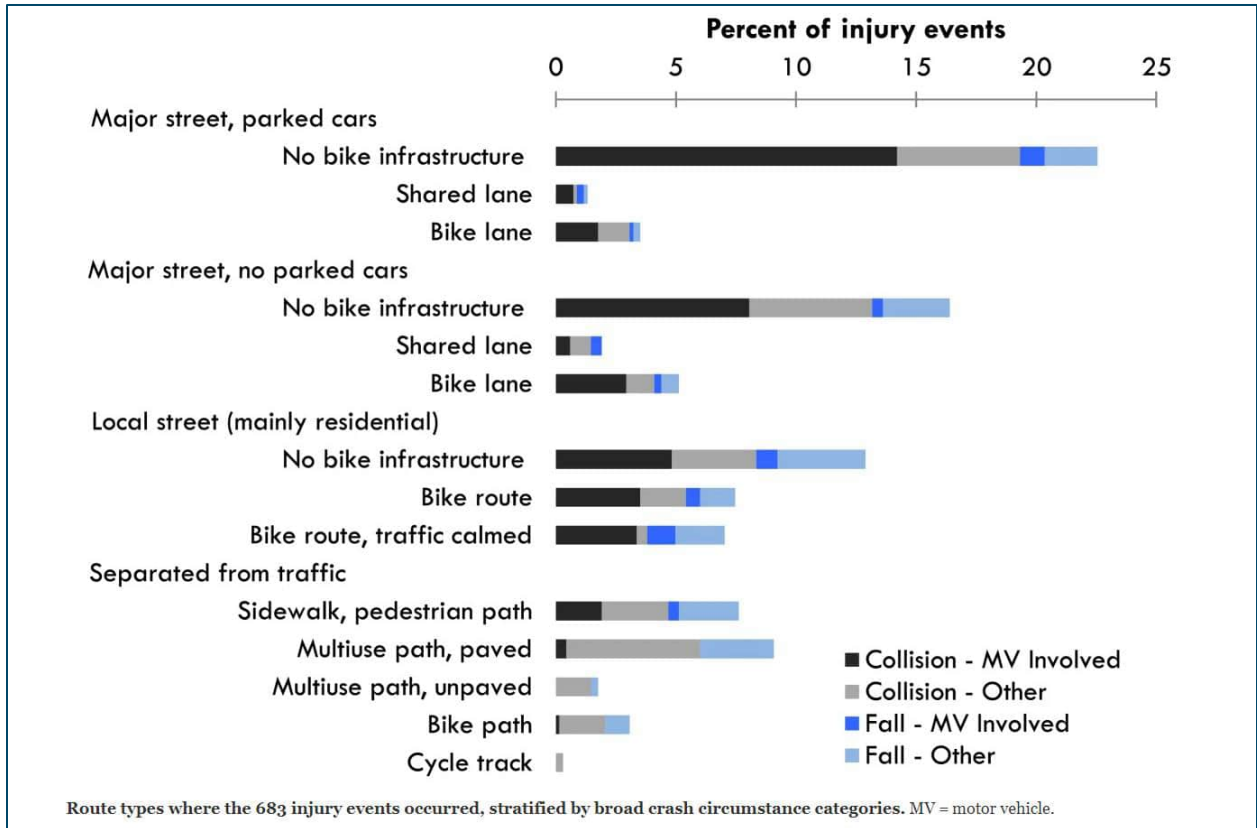


Figure 9 Injury events by facility type

Source: Teschke, K., Frendo, T., Shen, H. et al. *Bicycling crash circumstances vary by route type: a cross-sectional analysis.* BMC Public Health 14, 1205 (2014).

## Neighbourhood Bikeways

Neighbourhood bikeways, also known as neighborhood greenways or local street bikeways, are cycling facilities on local streets that are designed to prioritize and enhance bicycle travel within residential areas. These bikeways aim to provide safe and convenient routes for cyclists, while also minimizing conflicts and risks associated with high volumes and/or speeds of motor vehicle traffic. Neighbourhood bikeways are generally considered on streets with low traffic volumes (<1,500 vehicles per day) and low traffic speeds (<40 km/h).

Neighbourhood bikeways typically feature a combination of traffic calming measures and design elements to help create a comfortable and low-stress environment for cyclists. Some common features of neighbourhood bikeways include:

**Traffic Calming:** speed humps, raised crosswalks, or chicanes to slow down motor vehicle traffic and create a safer environment for cyclists.



Figure 10 Speed humps (City of Winnipeg)



Figure 11 Curb Bump Out (City of Winnipeg)



Figure 12 Example of Chicanes

**Intersection Improvements:** To enhance safety at intersections, neighbourhood bikeways may have traffic signals with bicycle-specific features, such as advanced stop lines or bike boxes. These features give cyclists priority and improve their visibility to motorists. Other intersection improvements include painted crosswalks, crosswalks with rectangular rapid flashing beacons (RRFBs), and pedestrian corridors, all of which improve pedestrian and cyclist safety at major intersections or crossing points.



*Figure 13 Signalized Bicycle and Pedestrian Crossing*

**Wayfinding and Signage:** Clear signage and wayfinding markers are often installed along neighbourhood bikeways to guide pedestrians and cyclists and indicate the preferred route. This helps cyclists navigate through residential areas and connect to other cycling infrastructure or destinations.

**Traffic Diversion:** In some cases, neighbourhood bikeways may incorporate traffic diversion, such as traffic barriers or one-way streets, to discourage through-traffic and prioritize local access for residents and cyclists.



*Figure 14 Example of Wayfinding Signage*



*Figure 15 Example of Traffic Diversion*



## Protected Bike Lanes

Protected bike lanes, also known as cycle tracks or separated bike lanes, are cycling facilities that provide a physical barrier between bicycles and motor vehicle traffic, thereby enhancing safety and comfort for cyclists by providing a dedicated space that is separate from both vehicles and pedestrians. Protected bike lanes are considered on streets with higher traffic volumes and higher traffic speeds. Protected bike lanes typically have the following characteristics:

**Physical Separation:** A key feature of protected bike lanes is the presence of a physical barrier (such as a curbed median) that separates the bicycle lane from motor vehicle traffic. This barrier prevents encroachments by vehicles, improving safety for cyclists.

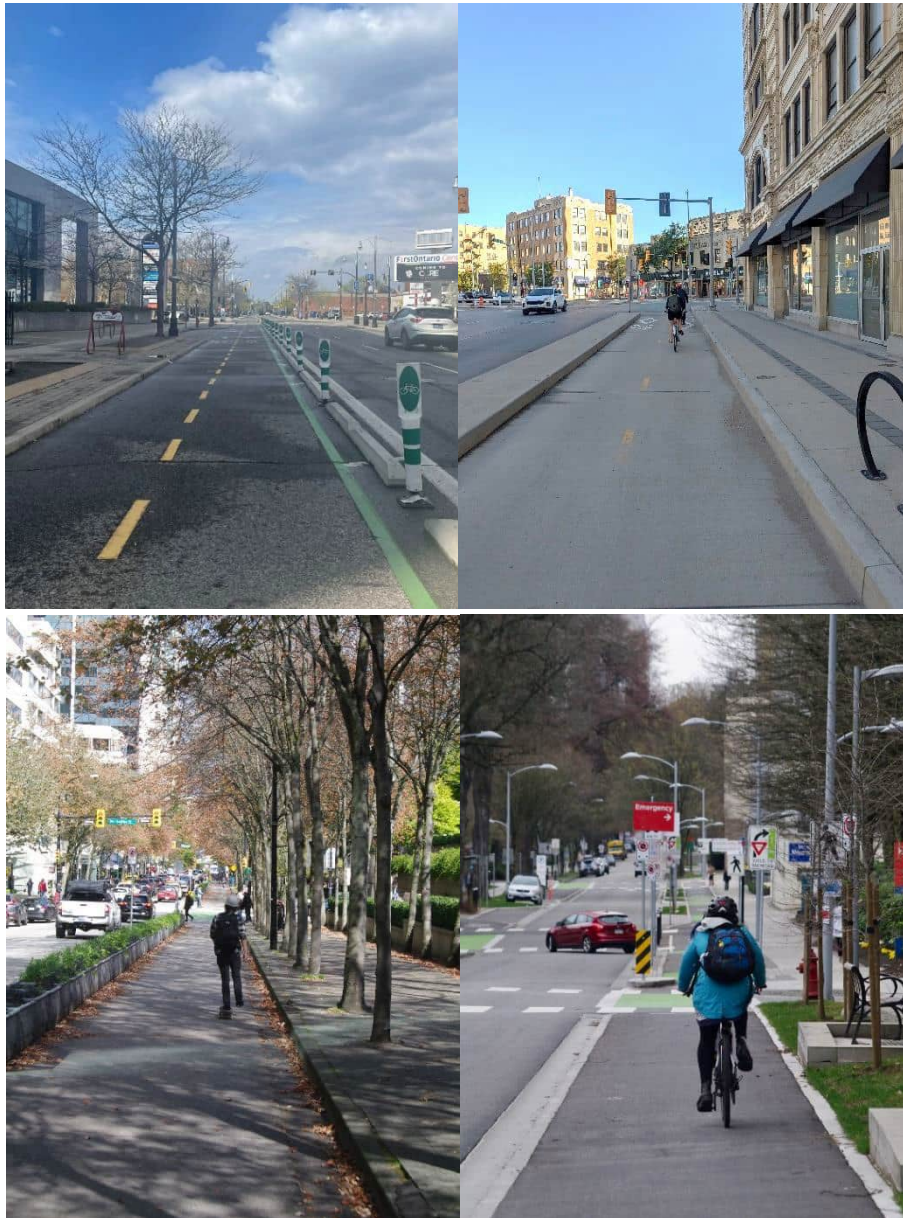


Figure 16 Examples of protected bike lanes



**Unidirectional or Bidirectional:** Protected bike lanes can be either unidirectional, accommodating bike traffic in a single direction, or bidirectional, allowing bike traffic in both directions on one side of the road. Unidirectional lanes are more common and often found on one side of the road, while bidirectional lanes are typically wider and require additional safety measures at intersections.



*Figure 17 Bi-directional protected bike lanes*



*Figure 18 Uni-directional protected bike lanes*

**Intersection Design:** Protected bike lanes often feature intersection design elements to enhance safety at crossings. This can include dedicated bicycle signal phases, separate signal heads, bike boxes, or raised crossings that prioritize and separate bicycle and motor vehicle movements.



*Figure 19 Signalized cyclist and pedestrian crossing*

**Accessibility and Amenities:** Well-designed protected bike lanes consider the needs of all users, especially people with disabilities. This may include design features like accessible ramps, tactile indicators, and appropriate widths to accommodate a range of bicycle types. Additionally, amenities such as bike parking, benches, and landscaping may be incorporated to enhance the overall user experience.

Protected bike lanes provide numerous benefits, including increased safety by reducing conflicts between bicycles and motor vehicles, improved cyclist comfort and confidence, increased ridership, and better connectivity within a Town's cycling network.

*Table 3 Protected Bike Lanes Design Guidance*

Item	Industry standards
Uni-directional Protected Bike Lane Width (Clear width)	Min: 1.8 m
Bi-directional Protected Bike Lane Width (Clear width)	Min: 2.5 m Preferred: 3.0 – 3.5 m
Protection Width	Min: 0.3 m Preferred: 0.6 – 1.0 m

## Multi-use Pathways

A multi-use pathway refers to an off-street pathway that accommodates multiple modes of non-motorized transportation, such as pedestrians, cyclists, skaters, and joggers. These pathways provide a safe and convenient space for active transportation and recreation.

Key characteristics of multi-use pathways include:

- **Shared Space:** Multi-use pathways (MUPs) are designed to be shared by different user groups, allowing pedestrians, cyclists, and other non-motorized users to coexist in a single corridor. The pathways are wide enough to accommodate various modes of transportation comfortably. Best practice is to ensure sufficient width for marked, separated, pedestrian and cycling facilities so as to reduce conflict and the risk of injury posed by mixing users operating at different speeds.
- **Surface and Width:** Multi-use pathways can be constructed using various materials, including asphalt, concrete, or compacted gravel, depending on the context and available budget.
- **Separation from Motor Vehicles:** One of the primary purposes of a multi-use pathway is to provide a safe and separated space away from motor vehicle traffic. They are often located away from roadways or have physical barriers, such as curbs or landscaping, to create a distinct separation from motorized vehicle lanes.
- **Signage and Markings:** Multi-use pathways typically have signage and markings to guide users and indicate appropriate usage. This can include signs indicating right-of-way, speed limits, directional arrows, and designated areas for specific activities and modes of travel.



- **Accessibility:** Multi-use pathways are designed to be accessible to users of varying abilities. They often incorporate features such as tactile indicators to accommodate individuals with disabilities or mobility aids.
- **Amenities:** Along multi-use pathways, amenities may be provided to enhance user experience and convenience. These can include rest areas, benches, water fountains, bike racks, and lighting for safety during low-light conditions.

Multi-use pathways are commonly found in parks, urban areas, suburban neighborhoods, and recreational areas.

Table 4 Multi-use Pathways Design Guidance

Item	Industry Standards	Notes
Multi-Use Pathway Width	2.5 – 4.5 m	<ul style="list-style-type: none"> <li>• 2.5m acceptable in constrained locations</li> <li>• 4.5m width includes 3.0m painted bikeway and 1.5m painted walking path</li> </ul>



Figure 20 Multi-use Pathways

Note: the pathway on the left is multi-use and not separated by mode, while the pathway on the right has a larger space and uses different materials to separates pedestrians and cyclists.

## Trails

Trails refer to pathways or routes that are designed and designated for recreational activities, outdoor exploration, or transportation on foot, bicycle, or other non-motorized means. Trails can be found in a variety of settings, including urban areas, parks, forests, valleys, and rural landscapes. They provide opportunities for individuals to connect with nature, engage in physical activity, and explore the outdoors. Trails come in different types and may serve specific purposes or cater to particular user groups. Here are some common types of trails:

- **Hiking Trails:** These trails are primarily designed for pedestrians and hikers. They vary in difficulty, ranging from easy and well-groomed paths suitable for beginners to rugged and challenging routes for experienced hikers. Hiking trails often lead to scenic viewpoints, natural landmarks, or points of interest.
- **Biking Trails:** Biking trails are specifically designed for cyclists and mountain bikers. They can range from paved paths suitable for casual riders to single-track trails with technical features for more experienced riders. Biking trails may be found in parks, forests, or dedicated biking areas.
- **Multi-Use Trails:** Multi-use trails accommodate various activities and users, such as pedestrians, cyclists, and equestrians. These trails typically have wider paths to accommodate different modes of transportation and may include specific design features to ensure safe interactions among users.
- **Nature Trails:** Nature trails are designed to provide an educational and interpretive experience by highlighting the natural features, flora, and fauna of an area. They often have informative signage, observation points, or guided tours to enhance visitors' understanding and appreciation of the environment.
- **Urban Trails:** Found in urban areas, urban trails provide opportunities for pedestrians and cyclists to navigate through the Town, as well as connect parks, waterfronts, or neighborhoods. These trails often promote active transportation and provide alternative routes for commuting or leisure activities.





Figure 21 Trail Map of HyLife Back Forty in Neepawa

Trails offer numerous benefits, including physical fitness, mental well-being, access to nature, environmental education, and recreational opportunities.

Table 5 Trails Design Guidance

Item	Industry standards
Trail Width	2.5 – 3.5 m

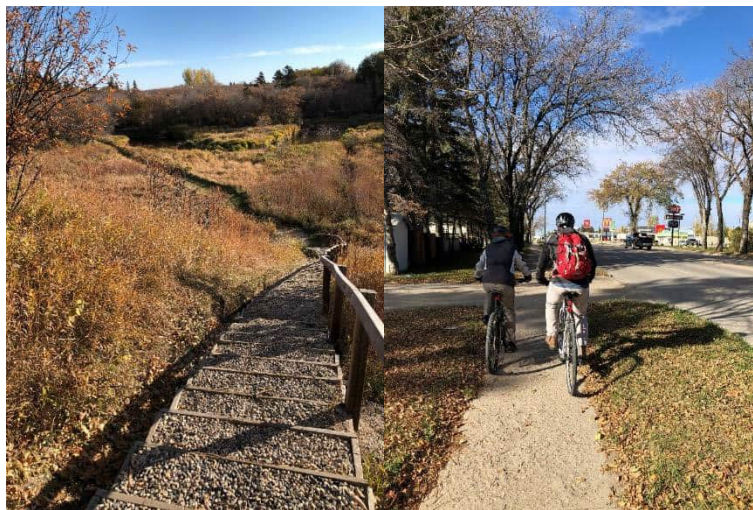


Figure 22 Unpaved trails



## Supplementary Facilities

### Curb extensions

A curb extension, or bump-out, refers to a horizontal projection of the curb into the roadway, narrowing a section of the road. This extension may occur on one or both sides of the roadway, narrowing it to as little as 6.0 meters for two-lane, two-way traffic. The primary objectives of curb extensions include lowering vehicle speeds, reducing pedestrian crossing distances and enhancing pedestrian visibility. In areas where on-street parking is present, the curb extension can also help to delineate the beginning/end of a parking area, keeping vehicles setback from the intersection and thereby improving visibility at the intersection.

In the design of curb extensions consideration needs to be given to the implications to the drainage of the street. In some cases, additional catch basins may be needed. Curb extensions also have minor implications to street maintenance operations such as snow-clearing.

### Pedestrian Crossing Control

Crossing control treatments provide safer places for pedestrians to cross and are a critical component of pedestrian safety.

The treatment systems that are generally used across Canada include:

- Ground mounted systems (e.g. crosswalk signage)
- Enhanced ground mounted systems (e.g. crosswalk with overhead signage)
- Rectangular Rapid Flashing Beacons (RRFB)
- Overhead flashing beacon system or Pedestrian Corridor
- Traffic signals

The appropriate use of different systems depends on a number of factors including volume of traffic, speed of traffic, and width of the roadway crossing. There are a number of considerations that also need to be factored into the design of the crossings such as sight distance, lighting, curb ramps, and parking/stopping restrictions.

The Transportation Association of Canada (TAC) Pedestrian Crossing Control Guide provides a decision support tool for identification of candidate locations for pedestrian crossing control as well as selection of the appropriate facility. A location is generally considered appropriate for pedestrian crossing control if a traffic signal is not warranted for traffic, the vehicle volume at the location is greater than 1,500 vehicles/day, there is existing or latent demand for pedestrian crossings, and the location is an appropriate distance away from an existing traffic control device. If a location is considered appropriate then the treatment selection matrix is applied, as seen in **Table 6**.

On all streets within Neepawa, excluding PTH 16 and PTH 5, traffic volumes within Neepawa are anticipated to be below 9,000 vehicles per day and speed limits are 50 km/h. Therefore, at most locations where pedestrian crossing control exists or may be desired within Neepawa, a ground-mounted system, enhanced ground-mounted system, or RRFBs would be suitable.

Table 6 TAC Pedestrian Crossing Control Guide: Decision Support Tool – Treatment Selection Matrix

Average Daily Traffic	Speed Limit <sup>2</sup> (km/h)	Total Number of Lanes <sup>1</sup>				
		1 or 2 lanes	3 lanes (two-way)	3 lanes (one-way)	2 or 3 lanes/direction w/ raised refuge	2 lanes/ direction w/o raised refuge
1,500 < ADT ≤ 4,500	≤ 50	GM	GM	GM	GM	GM+
	60	GM+	GM+	OF	RRFB or OF <sup>3</sup>	RRFB
	70	RRFB	RRFB	OF	OF	OF
4,500 < ADT ≤ 9,000	≤ 50	GM	GM	GM	GM	RRFB
	60	GM+	GM+	OF	RRFB or OF <sup>3</sup>	OF
	70	RRFB	OF	OF	OF	TS
9,000 < ADT ≤ 12,000	≤ 50	GM	RRFB	OF	RRFB or OF <sup>3</sup>	OF
	60	RRFB	RRFB	OF	RRFB or OF <sup>3</sup>	TS
	70	OF	OF	OF	TS	TS
12,000 < ADT ≤ 15,000	≤ 50	RRFB	RRFB	OF	RRFB or OF <sup>3</sup>	OF
	60	RRFB	OF	OF	RRFB or OF <sup>3</sup>	TS
	70	OF	TS	TS	TS	TS
> 15,000	≤ 50	RRFB	OF	OF	RRFB or OF <sup>3</sup>	TS
	60	RRFB	TS	TS	TS	TS
	70	OF	TS	TS	TS	TS

# LONG-TERM ACTIVE TRANSPORTATION NETWORK COST ESTIMATES

## Unit Costs

The ATP includes order-of-magnitude capital cost estimates and ongoing operating and maintenance cost estimates for the implementation and maintenance of active transportation corridor routes. The cost estimates presented below are based on typical unit costs and recent construction and operation and maintenance pricing within Manitoba. The unit costs that were used as the basis to generate cost estimates are shown in **Table 6**. Intersection enhancements are also proposed as part of the ATP, however the specific treatment at crossing locations is context specific and will require additional study. Intersection enhancements can range from \$5,000 for a marked crosswalk to \$500,000 for a full signal (**Table 7**).

Table 7 Corridor Treatment Capital and Operating Unit Costs

Facility Type	Capital Cost (per km)	Assumptions	Annual Operating and Maintenance Unit Cost (per km) – year-round maintenance
<b>Neighbourhood Bikeway</b>	\$40,000	Assuming improvements limited to signage, pavement markings, and speed humps.	\$2,000
<b>Protected Bicycle Lane</b>	\$400,000	Assuming road space reallocation, new pavement markings, and low-cost buffer separation. Excludes signal modifications.	\$50,000
<b>Multi-use Pathway Adjacent to roadway (new)</b>	\$500,000	Assuming no curb and gutter or drainage modifications required. Excludes lighting and property impacts.	\$10,000
<b>Multi-use Pathway Adjacent to roadway (utility relocation /drainage required)</b>	\$1,000,000	Excludes property acquisition.	\$10,000
<b>Sidewalk (curb and gutter)</b>	\$870,000	Excludes property acquisition.	\$1,000

Table 8 Intersection Treatment Capital Cost

Intersection Enhancement	Cost Per Location
<b>Marked Crosswalk (one crosswalk)</b>	\$2,500 to \$5000
<b>Rectangular Rapid Flashing Beacon (RRFB) / Enhanced Crosswalk</b>	\$20,000 to \$75,000
<b>Full Signal (four-way traffic signal)</b>	\$250,000 to \$750,000
<b>Curb Extensions (one side of crossing)</b>	\$10,000 to \$20,000

The cost estimates have been provided to identify the relative cost for planning purposes only and should not be used for budgeting purposes as actual costs may vary significantly. Additional costs not included in these cost estimates can be significant and include detailed project design, retaining walls, utility pole removal or replacement, etc. As a result, at locations where these types of treatments are required the cost per kilometre will be significantly higher.

The Town will continue to seek out new opportunities to work with developers, other agencies, and levels of governments to establish cost-sharing agreements, or to seek grant opportunities to offset total project costs. Cost estimates have been developed for facilities on Town-owned roadways.

As seen above in **Table 6**, there is a range of costs associated for each of the different facility types depending on the materials used and the existing conditions. The proposed active transportation network is approximately 13 kilometres. Broken down by mode, this is approximately 7.6 kilometres of proposed bicycling facilities adjacent to existing roadways and 3.4 kilometres of pedestrian facilities adjacent to roadways. **Table 8** outlines the length of the proposed network by facility type.

For the long-term network, an average unit price for the preferred facility type for the corridors and projects identified was used to provide a cost estimate for the plan. As summarized in **Table 8**, the total cost to implement all recommended active transportation network improvements (excluding intersection projects) is approximately \$6,697,000 to \$9,967,000. It is recognized that this network will be implemented in phases and there will be opportunities to implement the active transportation network as part of other Town and private development projects.

There are 4.1 kilometres of priority projects that are anticipated to cost approximately \$2,500,000 as seen in **Table 9**.

*Table 9 Cost Estimate for the Proposed Long-Term Active Transportation Network*

Facility Type	Kilometres (km)	Cost Estimate
<b>Dedicated Pedestrian Facilities</b>		
Sidewalks	3.53	\$2,000,000
<b>Combined Bicycling and Pedestrian Facilities</b>		
Multi-use Pathway	6.54	\$3,270,000 – \$6,540,000
<b>Dedicated Bicycling Facilities</b>		
Protected Bicycle Lane	0.64	\$256,000
Neighbourhood Bikeway (Local Roadways)	2.1	\$25,000 (Paint only)

*Table 10 Cost Estimates for Priority Cycling Infrastructure Projects*

Project	Kilometres (km)	Cost Estimate
<b>Project A: Hamilton Street from Broadway to Neepawa Rd</b>	2.6	\$750,000
<b>Project B: Second Avenue</b>	1.5	\$100,000
<b>Total</b>	4.1	\$1,550,000

# PROPOSED PRIORITY PROJECTS

During the development of the ATNP, two existing priority corridors were identified for active transportation Cycling Network improvements - Hamilton Street and Second Avenue. These form both an east-west and north-south spine through the Town of Neepawa.

In addition to improving these roadways to support cycling for all ages and abilities, new Multi-Use pathways are also proposed adjacent to Broadway Avenue on the East Side of Town, adjacent to Park Lake Drive on the South side of the Town, as well as the construction of a new Multi-Use path adjacent to the Hamilton Avenue extension from Broadway Avenue to Rd 85.5 W.

In examining the proposed Cycling Network, particular attention should be given to Hamilton Street. This corridor is an urban collector road, is directly adjacent to key destinations and commercial areas, connects to existing facilities, has a sidewalk on one side, but does not have an existing bike facility on either side, and is located in an area of high equity need.

Hamilton Avenue connects the residential areas west of Mountain Avenue to Riverbend Park, and the future extension will connect to the new regional hospital as well as the HyLife plant. The facility proposed for Hamilton Street is a multi-use pathway east of Tupper Avenue and a two-way protected or raised bike lane west of Tupper Avenue.

Second Avenue is proposed as the major North-South cycling corridor. It is an urban local road, directly adjacent to a school and within 400m of an additional school, has a commercial area within 400m, has a sidewalk on one side but does not have a bike facility, is located in an area of high equity need, and in an area with a history of safety concerns.

Second Avenue provides a north-south connection across the length of Neepawa from Park Lake Drive to Commerce Street and beyond, running parallel to the Mountain Avenue commercial area and providing direct access to Hazel M. Kellington School. The proposed facility type for Second Avenue is a neighbourhood bikeway.



# PROPOSED CYCLING NETWORK

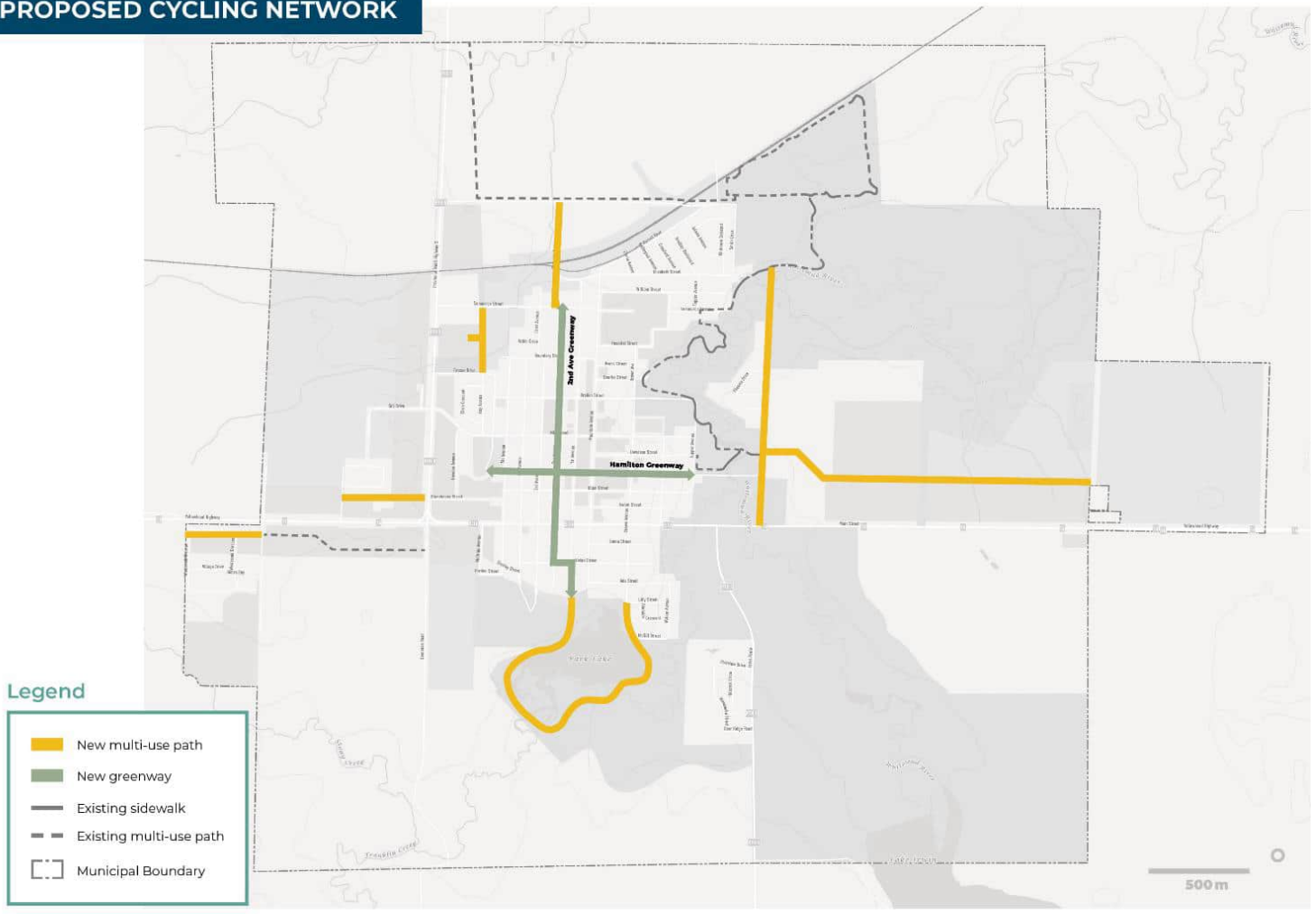


Figure 15 - Proposed Cycling Network Map

## Cycling Network Infrastructure Projects Timeline

Cycling network improvements include approximately 10,370 metres of new multi-use paths (MUPs), protected bike lanes, greenways, and raised cycletracks.

### Phase 1 (Short Term, 1 to 2 years)

- MUP alongside Park Lane Drive from Park Lane Drive/Ada Street intersection, around Park Lake to Brown Avenue/McGill Street intersection (1.7 kms of new MUP)
- MUP alongside Hamilton Avenue extension from Broadway Avenue to Neepawa Road (1.67 kms of new MUP)

The estimated total cost of the Phase 1 Cycling/Pedestrian Network expansion is \$1,685,000

*\*Most proposed cycling facilities are shared facilities, suitable for both pedestrians and cyclists*

Corridor Name	Facility Type	Length (Metres)	Estimated Cost
Park Lane Drive	Multi-use path	1700	\$850,000
Hamilton Avenue from Broadway to Neepawa Rd (86 W)	Multi-use path	1670	\$835,000
Hamilton Avenue from Brown Avenue to Tupper Avenue	Protected Bike Lane	315	\$157,500
Hamilton Avenue from Brown Avenue to 2nd Avenue	Raised Bi-Directional Cycle Track	375	\$187,500
Hamilton Avenue from 2nd Avenue to Mill Street	Greenway (speed humps, signage, paint)	530	\$13,250
2nd Avenue from Commerce to Vivian, Vivian to 1st Ave, 1st Ave to Ada Street	Greenway (speed humps, signage, paint)	1510	\$37,750
<b>Estimated Total Cost</b>			<b>\$2,081,000</b>

### Phase 2 (Medium Term, 2 to 5 years)

MUP along West side of Broadway Avenue from Hwy 16 to Valley MUP on North side of Whitemud River (1.26 kms of new MUP)

The estimated total cost of the Phase 2 Cycling/Pedestrian Network expansion is \$630,000.

Corridor Name	Facility Type	Length (Metres)	Estimated Cost
Broadway Avenue	Multi-use Path	1260	\$630,000
<b>Estimated Total Cost</b>			<b>\$630,000</b>

### Phase 3 (Long Term, 5+ Years)

- MUP from 240 metres East of PTH 5 to Commerce Street, with spur to connect Neepawa First Baptist Church (600 metres total new MUP)
- From PTH 5 along Northern edge of Boston Pizza parking lot to Westpark Place (425 metres of new MUP)
- From Veterans Way to Westcreek Crescent (360 metres of new MUP)
- MUP alongside West side of Rosedale Avenue from Commerce Street to Hurrell Road (525 metres of new MUP)

The estimated total cost of the Phase 3 Cycling/Pedestrian Network expansion is \$1,505,000

Corridor Name	Facility Type	Length (Metres)	Estimated Cost
PTH 5 to Commerce	Multi-use path	1700	\$850,000
PTH 5 to Westpark Place	Multi-use path	425	\$212,500
Veterans Way to Westcreek	Multi-use path	360	\$180,000
Rosedale Avenue	Multi-use path	525	\$262,500
<b>Estimated Total Cost</b>			<b>\$1,505,000</b>

# PROPOSED PEDESTRIAN NETWORK

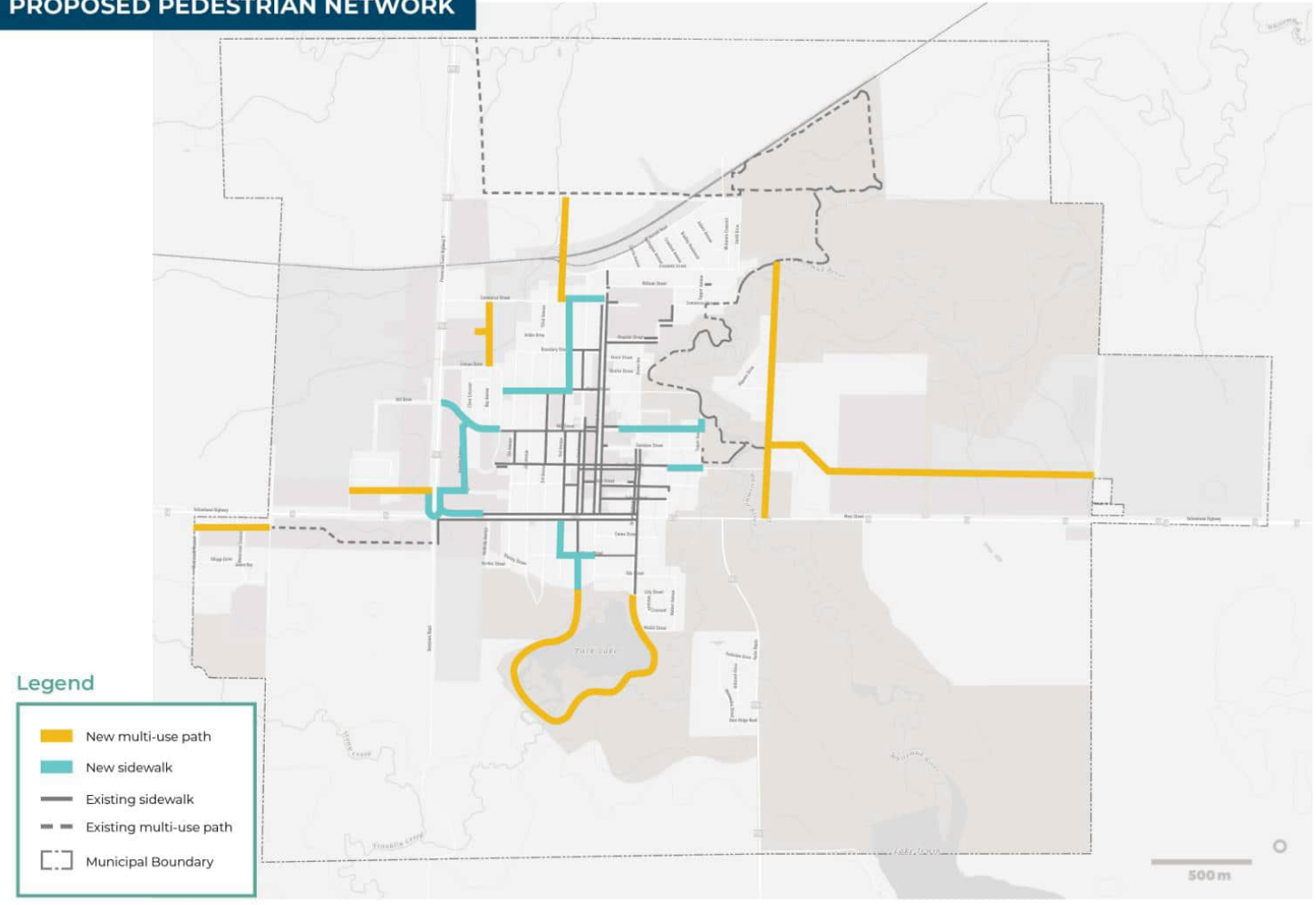


Figure 16 - Proposed Pedestrian Network Expansion

## Pedestrian Network Infrastructure Projects Timeline

In addition to the Cycling Network expansion proposed above, approximately 3,535 metres of new pedestrian facilities are also proposed along several key corridors, including new sidewalks as well as new Multi-Use Paths (MUPs) in the locations listed below.

### Phase 1 (Short Term, 1 to 2 years)

- Mill Street from 5th Avenue to Provincial Trunk Highway 5 (380 metres of new sidewalk)
- North side of Commerce Street from Mountain Avenue to Rosedale Avenue (225 metres of new sidewalk)
- Upgrade existing pedestrian crosswalks to include curb extensions and RRFBs at the following locations:
  - Mountain Avenue at Davidson Street north crossing
  - Mountain Avenue at Davidson Street south crossing
  - Mountain Avenue at Mill Street
  - Mountain Avenue at Brydon Street

The estimated total cost of the Phase 1 Pedestrian Network expansion is \$536,075.

Corridor Name	Facility Type	Length (Metres)	Estimated Cost
Mill Street	Sidewalk	380	\$157,700
Commerce Street	Sidewalk	225	\$93,375
Mountain Avenue at Davidson Street (north side)	RRFB and Curb Extensions		\$75,000
Mountain Avenue at Davidson Street (south side)	RRFB and Curb Extensions		\$75,000
Mountain Avenue at Mill Street	RRFB and Curb Extensions		\$75,000
Mountain Avenue at Brydon Street	RRFB and Curb Extensions		\$60,000
<b>Estimated Total Cost</b>			<b>\$536,075</b>

### Phase 2 (Medium Term, 2 to 5 years)

- Howden Avenue from Pool Street to Stonehouse Street (350 Metres of new sidewalk)
- Stonehouse Street from Howden Avenue to PTH 5 (150 Metres of new sidewalk)
- North side of Hwy 16 from edge of McDonald's property to Hwy 16/PTH 5 intersection (210 metres of new sidewalk)
- North side of Brydon Street from 2nd Avenue to Crocus Drive (325 metres of new sidewalk)
- East side of 2nd Avenue from Brydon Street to Commerce Street (450 metres of new sidewalk)

The estimated total cost of the Phase 2 Pedestrian Network expansion is \$616,275.

Corridor Name	Facility Type	Length (Metres)	Estimated Cost
Howden Avenue	Sidewalk	350	\$145,250
Stonehouse Street	Sidewalk	150	\$62,250
Hwy 16	Sidewalk	210	\$87,150
Brydon Street	Sidewalk	325	\$134,875
2nd Avenue	Sidewalk	450	\$186,750
<b>Estimated Total Cost</b>			<b>\$616,275</b>

### Phase 3 (Long Term, 5+ Years)

- East side of PTH 5 from Stonehouse Street to intersection of PTH 5/Hwy 16 (130 metres of new sidewalk)
- West side of PTH 5 from Hwy 16/PTH 5 intersection to North edge of Boston Pizza parking lot (115 metres of new sidewalk)
- East side of 2nd Avenue from Hwy 16 to Vivian Street (190 metres of new sidewalk)
- North side of Vivian Street from 2nd Avenue to Mountain Avenue (170 metres of new sidewalk)
- East side of 1st Avenue from Vivian Street to Ada Street/Park Lane Drive intersection (160 metres of new sidewalk)
- North side of Hamilton Street from Walker Avenue to Tupper Avenue (150 metres of new sidewalk)
- North side of Mill Street from 279 Mill Street to Tupper Avenue (410 metres of new sidewalk)
- Middle of Tupper Avenue running North from Tupper Avenue/Mill Street intersection to connection with Riverside Park MUP (120 metres of new sidewalk)

The estimated total cost of the Phase 3 Pedestrian Network expansion is \$599,675.

Corridor Name	Facility Type	Length (Metres)	Estimated Cost
PTH 5 (East Side)	Sidewalk	130	\$53,950
PTH 5 (West Side)	Sidewalk	115	\$47,725
2nd Avenue	Sidewalk	190	\$78,850
Vivian Street	Sidewalk	170	\$70,550
1st Avenue	Sidewalk	160	\$66,400
Hamilton Street	Sidewalk	150	\$62,250
Mill Street	Sidewalk	410	\$170,150
Tupper Avenue	Sidewalk	120	\$49,800
<b>Estimated Total Cost</b>			<b>\$599,675</b>



## Total Cost Estimates for Both Cycling and Pedestrian Infrastructure Projects

<b>Phase 1 (Short-term, 1-2 years)</b>	
Cycling Facilities Cost Estimate	\$2,081,000
Pedestrian Facilities Cost Estimate	\$251,075
<b>Total Cost Estimate for Phase 1</b>	<b>\$2,332,075</b>
<b>Phase 2 (Medium-term, 2-5 years)</b>	
Cycling Facilities Cost Estimate	\$630,000
Pedestrian Facilities Cost Estimate	\$616,275
<b>Total Cost Estimate for Phase 2</b>	<b>\$1,246,275</b>
<b>Phase 3 (Long-term, 5-10 years)</b>	
Cycling Facilities Cost Estimate	\$1,505,000
Pedestrian Facilities Cost Estimate	\$599,675
<b>Total Cost Estimate for Phase 3</b>	<b>\$2,104,675</b>
<b>Total Plan Cost over 10 Years</b>	<b>\$5,683,025</b>
<b>Per Annum Cost</b>	<b>\$568,302.50</b>

# IMPLEMENTATION AND MONITORING

The Town of Neepawa's Active Transportation Plan (ATP) is intended to guide policy, planning, and capital investment decisions, as well as provide on-going operations and maintenance recommendations in support of active transportation over the next 10 years and beyond.

While the ATP has been developed as a long-term (10 year) plan, it will require significant financial investment, staff resources, and an implementation strategy to prioritize improvements as short-term (1-2 years), medium-term (2-5 years) and long-term (5+ years). Given the changes in design, materials, and facility cost, it is recommended that this plan be reviewed in 5 years to ensure the following:

- alignment with the Town's priorities at the time
- current design standards are being adopted
- measure progress in achieving the targets identified in the Plan, and
- ensure that the planned AT facilities for the 2028-2033 timeframe connect to all major trip generating facilities as these may change over time in both location and function.

This chapter also includes a monitoring strategy to ensure that the ATP is implemented as intended and that progress towards the identified goals is being made.

## Implementation Plan

The implementation plan was developed based on the following guiding principles:

**The ATP is only the beginning and there is still a lot of work to do.** The strategies and actions outlined in the ATP document all the hard work and ideas of community members, stakeholders, and Town staff. The actions lay the groundwork for implementing the ambitious ATP over the long-term. However, it is important to recognize that implementation will require significant investment and resources. This includes investments in new infrastructure, ongoing maintenance of existing and new facilities (including new equipment), resources for the development of new standards and policies, funding for new programming and public education, and staff resources. Achieving the actions of the ATP will require the ongoing support of the Town and its partners, along with sustained investment in active transportation.

**Community and stakeholder engagement will be conducted prior to implementing many of the recommendations of the ATP.** Many of the actions and potential infrastructure projects identified in the ATP require more detailed input and technical work. The Town will work closely with partners, residents, and stakeholder groups to move forward with priorities in the ATP.

**The ATP is a flexible and living document.** While the Town is working towards implementing the proposed active transportation networks, there is some level of flexibility regarding the specific locations that are identified. The Plan presents recommendations and suggestions based on the engagement process and technical analysis; however, Neepawa will need to review the feasibility and develop designs for the proposed infrastructure projects. The implementation of the ATP will also require ongoing public engagement as new projects are considered.

**The implementation strategy focuses on implementing infrastructure in high priority areas over the next 10 years.** The ATP is intended to be an action-oriented document, with the emphasis on implementing the high priority infrastructure projects and the short term, medium term, and long-term actions. After the first 5 years, the Town will conduct a comprehensive review and update of the ATP to monitor progress and revisit its priorities.

## Monitoring Strategy

Monitoring and reporting is essential to ensure that the Active Transportation Plan is implemented as intended, and to determine whether the Plan is achieving its goals. Monitoring will also enable the Town to appropriately allocate monetary and staff resources to implement prioritized initiatives. Monitoring also provides a means of identifying changing conditions which would require changes to the Active Transportation Plan. The monitoring needs to be:

- **Meaningful.** Monitoring should yield meaningful results and point to the success in achieving the vision, goals, and targets of the Active Transportation Plan.
- **Measurable.** Monitoring needs to establish criteria that are measurable and for which data or information can be readily obtained.
- **Manageable.** Monitoring implementation needs to consider resource limitations and identify measures where information is accessible, or data is simple to collect.

## Metrics of Success

The Active Transportation Plan monitoring program focuses on identifying ‘measures of success’ for two components: first, the degree of progress in implementing the plan, and secondly, the outcomes and impact of the Plan. Measures of success are described in the table below, including general measures of success for the overall Active Transportation Plan. While targets have been identified for walking and cycling mode share, they have not been identified for the other measures.

Measure of Success	Indicator	Source
<b>Walking and Cycling Mode Share (work)</b>	%	Statistics Canada Census
<b>Proportion of each of women, children, and seniors walking and cycling (work)</b>	%	Statistics Canada Census
<b>Walking and Cycling Volumes on Key Corridors</b>	#	Town of Neepawa
<b>Walking and Cycling funding Levels (% of total budget)</b>	%	Town of Neepawa
<b>Town of Neepawa staff resources dedicated to Active Transportation (FTE)</b>	#	Town of Neepawa
<b>Transportation sector GHG Emissions</b>	Tonnes CO2	Town of Neepawa

## Theme 1: Connect

There are multiple strategies identified under the theme **Connect**, each focusing on enhancing the connectivity of Neepawa's network of pedestrian and bicycle facilities. The success measures identified under this theme focus on establishing a complete, connected, and convenient network of walking and cycling facilities is a fundamental part of making active transportation a convenient and attractive travel option in Neepawa. The following measures of success will help the Town determine if it is achieving the goals of the Active Transportation Plan.

Measure of Success	Indicator	Source
<b>Total length of bicycle network (by facility type)</b>	Total km	Town of Neepawa
<b>Proportion of Neepawa's total jobs and population within 400 metres of the total bicycle network</b>	%	Town of Neepawa
<b>Proportion of Neepawa's total land area within 400 metres of the total bicycle network</b>	%	Town of Neepawa
<b>Total length of sidewalk network</b>	kms	Town of Neepawa
<b>Proportion of streets with a sidewalk on at least one side</b>	% of all streets	Town of Neepawa
<b>Length of completed bicycle network projects</b>	Total kms	Town of Neepawa
<b>Length of completed pedestrian network projects</b>	Total kms	Town of Neepawa
<b>Number of new and enhanced trail and pathway projects that are part of the active transportation network</b>	#	Town of Neepawa

## Theme 2: Discover

There are numerous strategies identified under the theme Discover focusing on the design and redesign of streets and pathways, ensuring that all residents of Neepawa are as safe and comfortable as possible on their journey, no matter the mode.

Measure of Success	Indicator	Source
<b>Number of collisions involving people walking and cycling</b>	#	Town of Neepawa
<b>Proportion of all collisions involving people walking and cycling</b>	%	Town of Neepawa
<b>Number of hospitalizations due to injuries involving people walking, cycling, or using other forms of active transportation</b>	#	Prairie Mountain Health
<b>Number of audible pedestrian signals</b>	#	Town of Neepawa
<b>Percentage of intersections with curb ramps connecting all sidewalks and multi-use trails</b>	%	Town of Neepawa

## Theme 3: Promote

There are several strategies identified under the theme Promote focusing on making active travel a part of everyday life for residents and visitors of the Town of Neepawa. The 'softer' measures identified here can help to provide education and raise awareness about active transportation in Neepawa and will help to achieve a major goal of the Active Transportation Plan: building a culture of active transportation in Neepawa.

Measure of Success	Indicator	Source
<b>Number of school aged students participating in an education and cycling skills training courses.</b>	#	Town of Neepawa
<b>Number of public wayfinding displays</b>	#	Town of Neepawa
<b>Amount of funding allocated for promotion and education</b>	#	Town of Neepawa

## Funding Strategy

Although the Active Transportation Plan is estimated to cost approximately \$5.6 million over the next 10 years and beyond, these costs can be shared by pursuing external funding from other levels of governments, partnerships with other organizations and the development industry, and integration of cycling and pedestrian projects with other plans and projects.

This section describes several strategies that the Town may consider helping leverage its investments and to maximize its ability to implement active transportation improvements.

### Capital Planning

The Town should incorporate the Active Transportation Plan recommendations into its Operating and Capital Budgets to ensure that projects are accounted for in the Town's capital planning process.

In this regard, the Town should seek changes to its Operating and Capital Budget for 2024 and beyond to fund implementation of the Active Transportation Plan.

### Integration

The Town should integrate cycling and pedestrian improvements with other plans and capital projects, where possible. There are active transportation components associated with many upcoming and planned road renewal programs, development projects and major capital projects which have been identified as a part of the Town's active transportation network. The best opportunities to provide safe and convenient active transportation facilities is during the initial planning and design of these projects.

Wherever possible, the Town should seek out opportunities to integrate active transportation facilities with new infrastructure or renewal and rehabilitation projects, such as major road resurfacing and servicing upgrades. The Town needs to also make necessary amendments to existing policies and standards to ensure opportunities to integrate proposed active transportation projects are required as new developments occur.

## External Funding Sources

The costs of implementing the improvements identified in the Active Transportation Plan can be significantly reduced by pursuing external funding sources and partnership opportunities for many of the identified projects. This section describes some funding strategies and potential funding sources that the Town may want to consider assisting in leveraging its investments and maximize its ability to implement transportation improvements. The Town regularly checks grant funding opportunities. The Town should also pursue all available sources of funding for transportation infrastructure and programs, including the programs identified below (Note: as funding opportunities change regularly, the information in this section is subject to change):

- **Provincial Programs and Initiatives.** The Provincial Government provides funding to Trails Manitoba to coordinate and deliver the *Trails Grant for Manitoba* Funding Program. The Trails Grant for Manitoba is intended for trail associations, municipalities, or other not-for-profit groups, that have the means to provide continued stewardship of trails. Specific objectives for this grant include providing new recreational trail opportunities (which includes extending or improving existing trails), developing new trails, and addressing trail gaps and barriers. The program also seeks to improve the quality of the existing recreational trail network or the user's experience including safety improvements, signage, wayfinding, and barriers to access. Lastly, the fund also support maintenance of a recreational trail network, including pruning, repairing holes, trail beautification, normal erosion/drainage repairs, clean-up, usual repairs (signage, barriers, fencing, surfacing) and other maintenance tasks that are undertaken for upkeep of a trail. This program funds \$800,000 in grants per annum, and approved projects are expected to be completed within 2 years.
- **Federal Funding.** There are several programs that provide funding for environmental and local transportation infrastructure projects in municipalities across Canada. Typically, the federal government contributes one-third of the cost of municipal infrastructure projects. Provincial and municipal governments contribute the remaining funds, and in some instances, there may be private sector investment as well.

In 2022 the Federal Government launched the National Active Transportation Fund (ATF), with an allocation of \$400 million over 5 years. This fund was heavily oversubscribed with over \$1.3 Billion in applications for both the capital and planning streams - including funding for the development of this Plan. However, the entire funding allocated for this fund was used up in the 2022/2023 calendar year, except for \$20 million remaining for Indigenous Communities.

In discussions with Infrastructure Canada staff, they indicated that the ATF will be permanently embedded within the Permanent Public Transit Fund (PPTF). The PPTF has an annual allocation of \$3 Billion per annum, and a portion of this fund will be dedicated to Active Transportation, with new applications being accepted as of 2025.

- **Green Municipal Funds.** The Federation of Canadian Municipalities manages the Green Municipal Fund, with a total allocation of \$550 million. This fund is intended to support municipal government efforts to reduce pollution, reduce greenhouse gas emissions and improve quality of life. The expectation is that knowledge and experience gained in best practices and innovative environmental projects will be applied to national infrastructure projects.
- **Developers.** The Town should explore opportunities for road improvements to be constructed as development occurs within and adjacent to Neepawa. This process could be formalized through an update to the Town of Neepawa's Official Plan or through individual negotiations.



- **Private sector.** Many corporations wish to be good corporate neighbours — to be active in the community and to promote environmentally-beneficial causes. Bicycle and pedestrian routes and facilities are well-suited to corporate sponsorship and have attracted significant sponsorship both at the local level and throughout North America.
- **Service Clubs.** In many communities, service clubs (including the Lion’s Club and Rotary) have been involved in funding and building bicycle infrastructure and facilities including pathways and bicycle parking.

### Staff Resources

Implementation of the Active Transportation Plan includes not only additional financial resources, but the Town will require additional staff resources to implement the various strategies. Given the current staffing structure, the Town should consider either allocating a portion of existing staff time to actioning the Active Transportation Plan, or hiring a part time Coordinator position that focuses solely on promoting and encouraging active transportation in Neepawa. This position could work with both Public Works, Tourism, and Economic Development to enact the plan and increase active transportation related tourism activities.

### Active Transportation Committee

The Town has a number of Committees of Council, including the Public Works & Infrastructure Committee, the Recreation & Economic Development Committee, and the Environmental Health & Volunteerism. Each of these committees are Chaired by members of council, and lead initiatives that fall under the scope of these committees.

Given the need for ongoing, concerted action to achieve the goals, targets, and outcomes of the Active Transportation Plan, it is recommended that the Town form an Active Transportation Committee – either as a standalone committee or as an additional responsibility of an existing committee. Regular check ins and monitoring are required, as well as regular reporting back to council on the Implementation status of the ATP. It is recommended that quarterly updates be provided to council along with an annual summary of programs, policy changes, and new infrastructure that supports implementation of the ATP.

# SUMMARY AND CLOSING

The Town of Neepawa's Active Transportation Plan provides a comprehensive approach to guide Neepawa's progress and investments in active transportation over the next 10 years, with a required review after 5 years. The Plan includes recommendations for improving active transportation policies, infrastructure, and programs over the long-term, along with priorities over the short and medium-term. The Active Transportation Plan will contribute to increased transportation options by improving the accessibility, comfort, convenience, and safety of active transportation in the Town.

The Active Transportation Plan has been developed based on extensive technical work and engagement with the Neepawa community over a 14-month period. Through this public engagement process, hundreds of community members and stakeholders provided input into the development plan at various phases. The Town of Neepawa would like to thank all community members for their participation in the process and for providing valuable input into the development of the Active Transportation Plan. They look forward to working with all community members and partners in the years ahead to help make Neepawa an even better place to live by supporting and expanding the creation of a healthy, safe, and sustainable transportation system.



Appendix A







# Network Maps

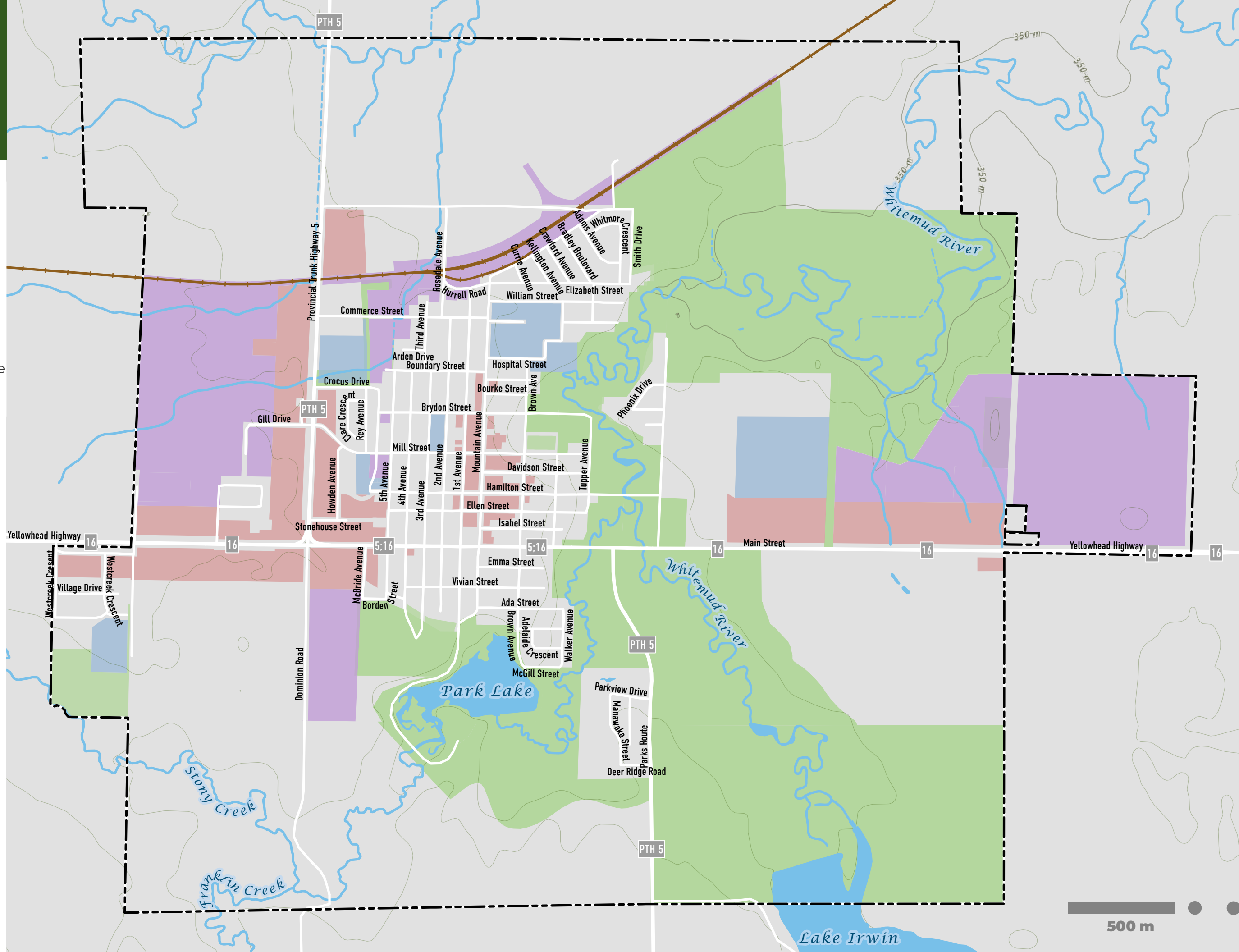




# BASE MAP

## Legend



























-  Railway
-  Commercial
-  Industrial
-  Institutional
-  Parks and Open Space
-  Municipal Boundary

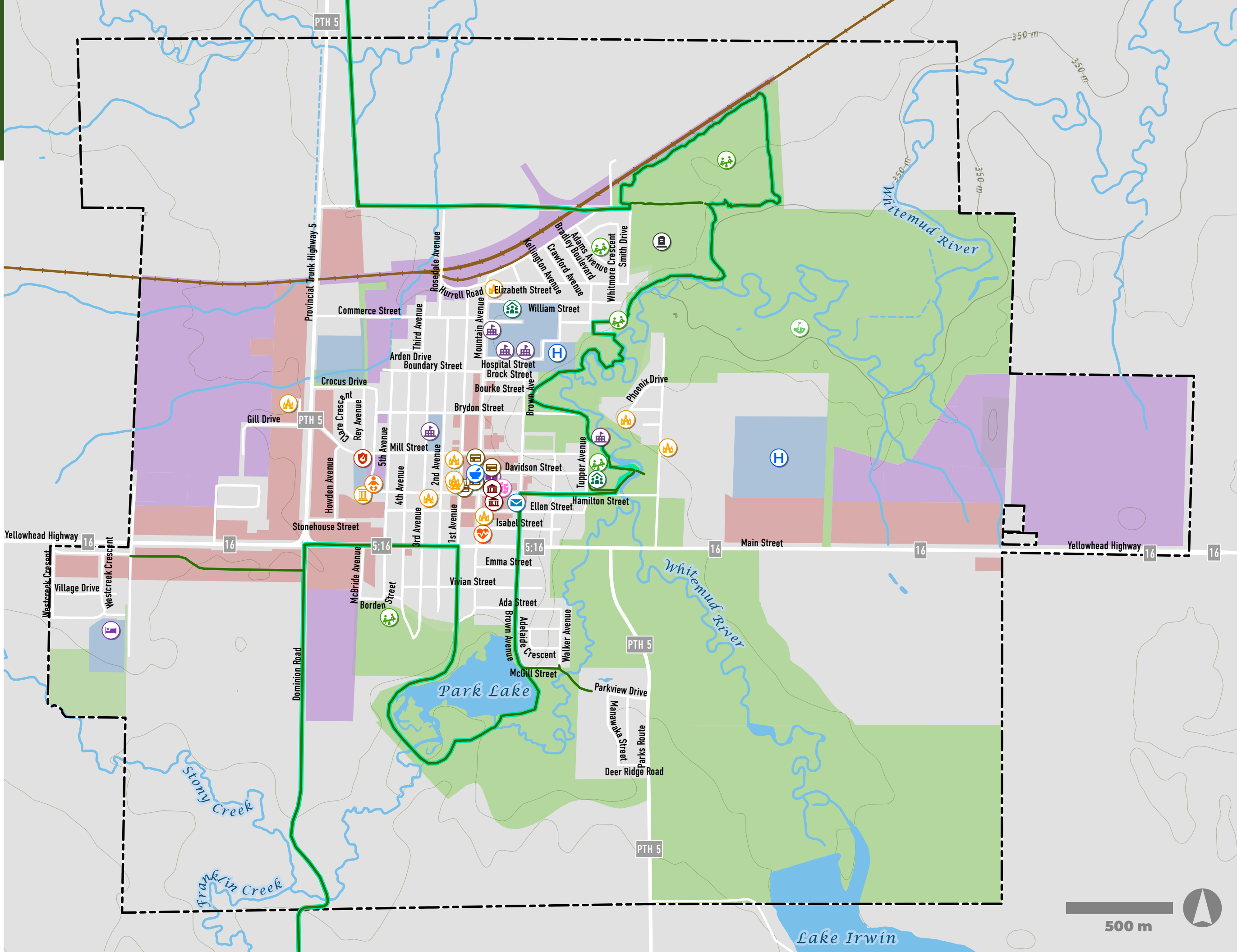


500 m

# COMMUNITY DESTINATIONS

Legend

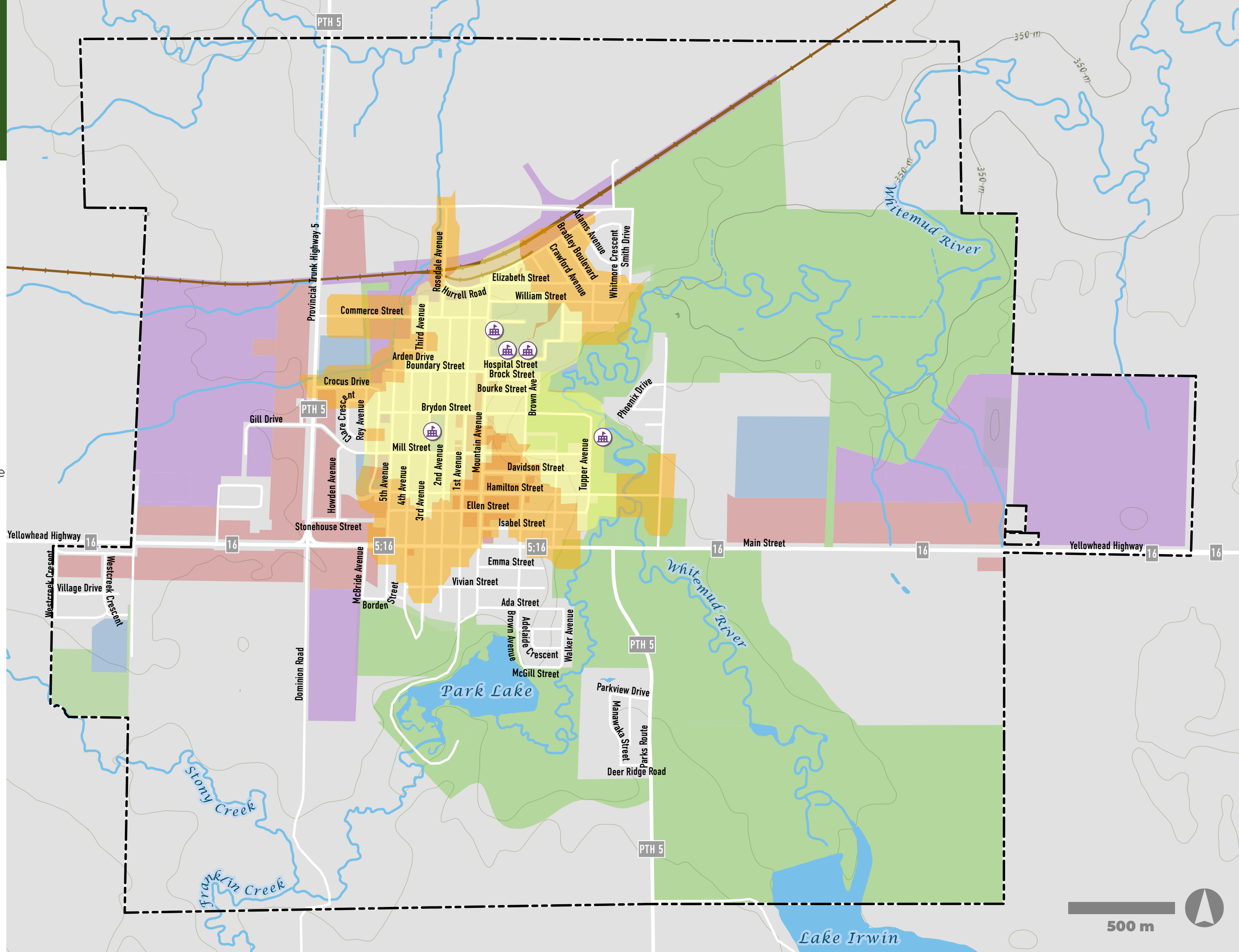
-  Existing Trail
-  Trans-Canada Trail
-  School
-  Childcare Centre
-  Recreation Centre
-  Town Buildings
-  Hospital
-  Fire Hall
-  Place of Worship
-  Theatre
-  Clinic
-  Pharmacy
-  Bank
-  Cemetery
-  Golf Course
-  Personal Care Home
-  Library
-  Museum
-  Park
-  Post Office
-  Railway
-  Commercial
-  Industrial
-  Institutional
-  Parks and Open Space
-  Municipal Boundary



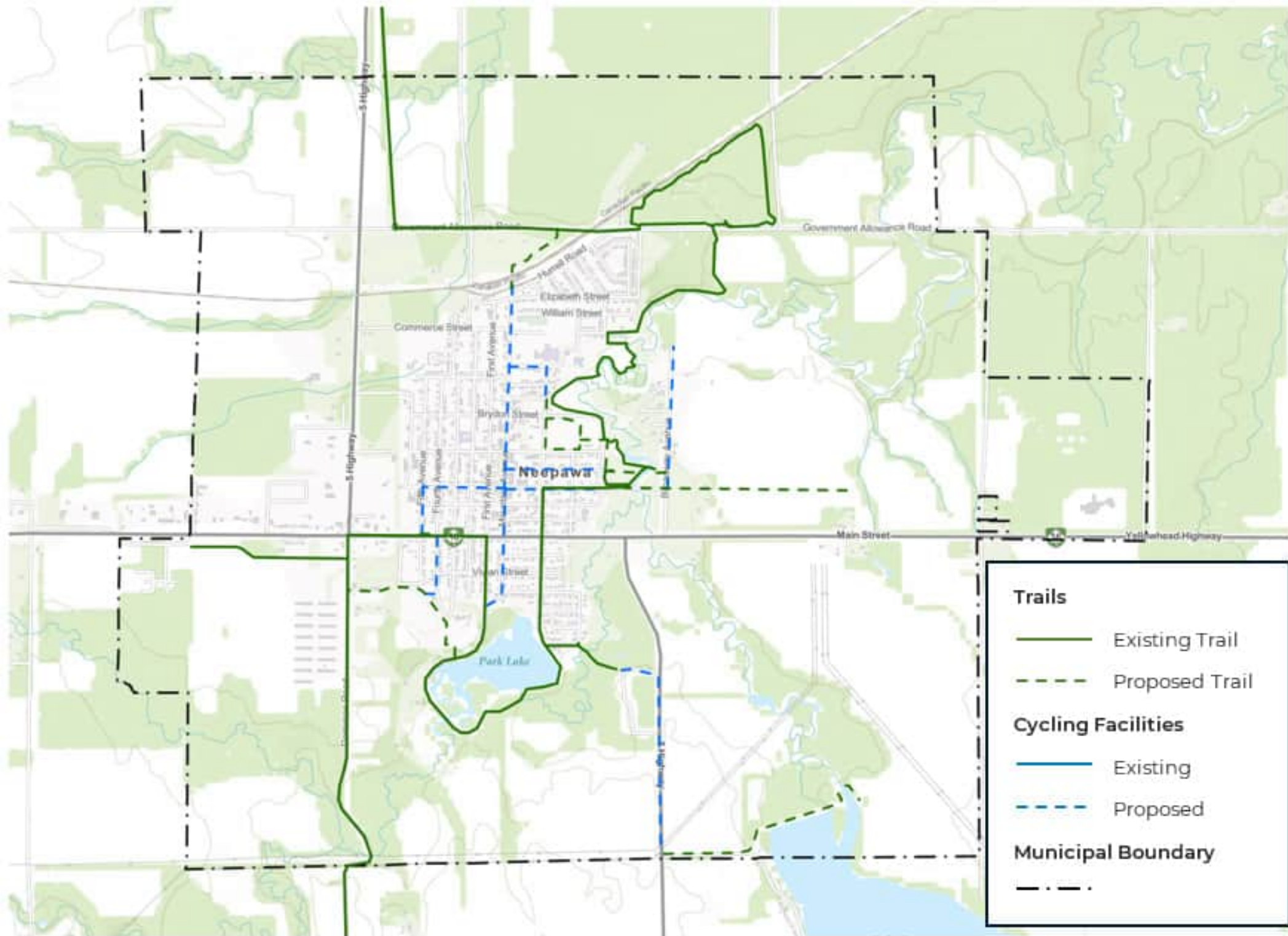
# SCHOOL WALKSHEDS

## Legend

-  School
-  400 m Walkshed
-  800 m Walkshed
-  Railway
-  Commercial
-  Industrial
-  Institutional
-  Parks and Open Space
-  Municipal Boundary













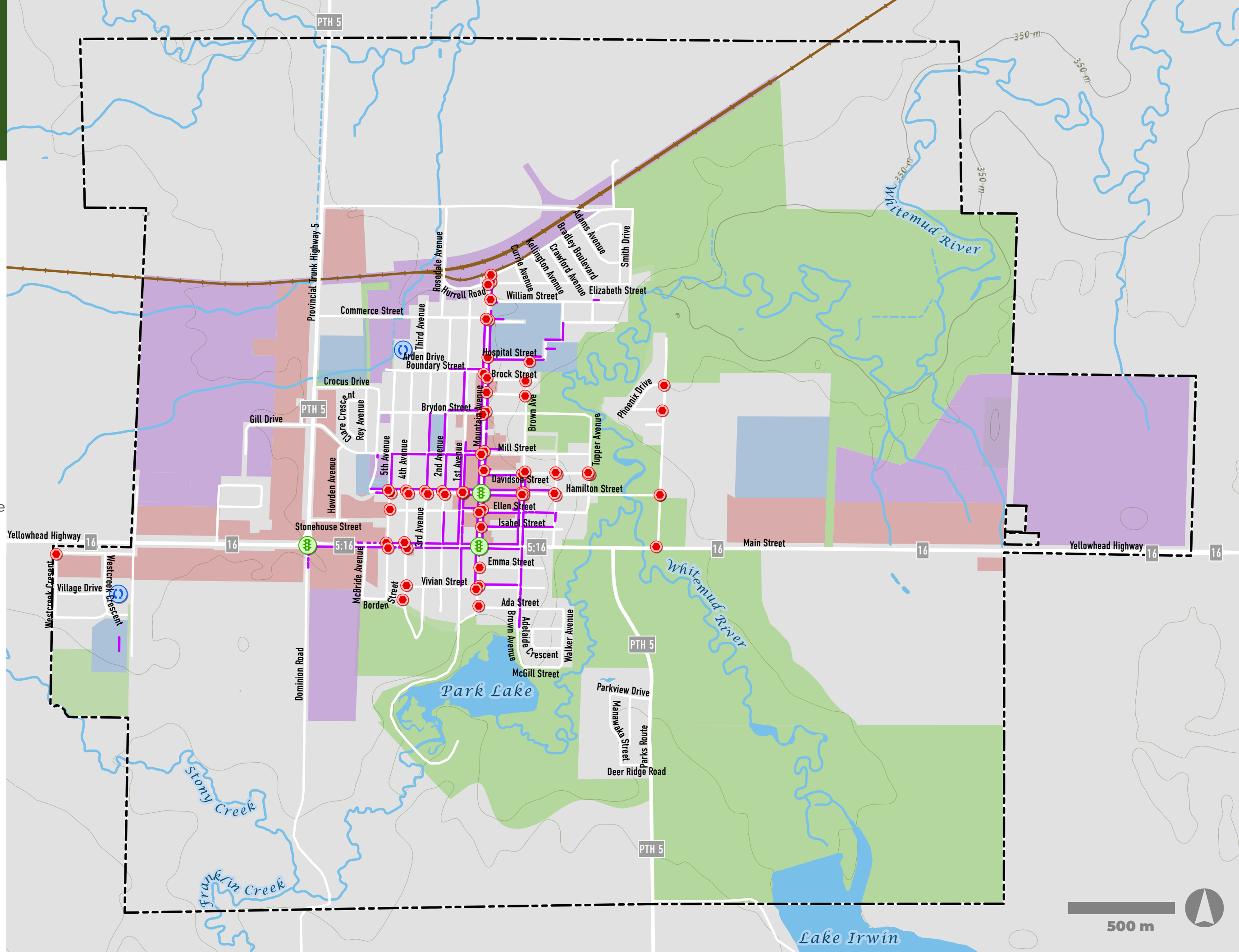




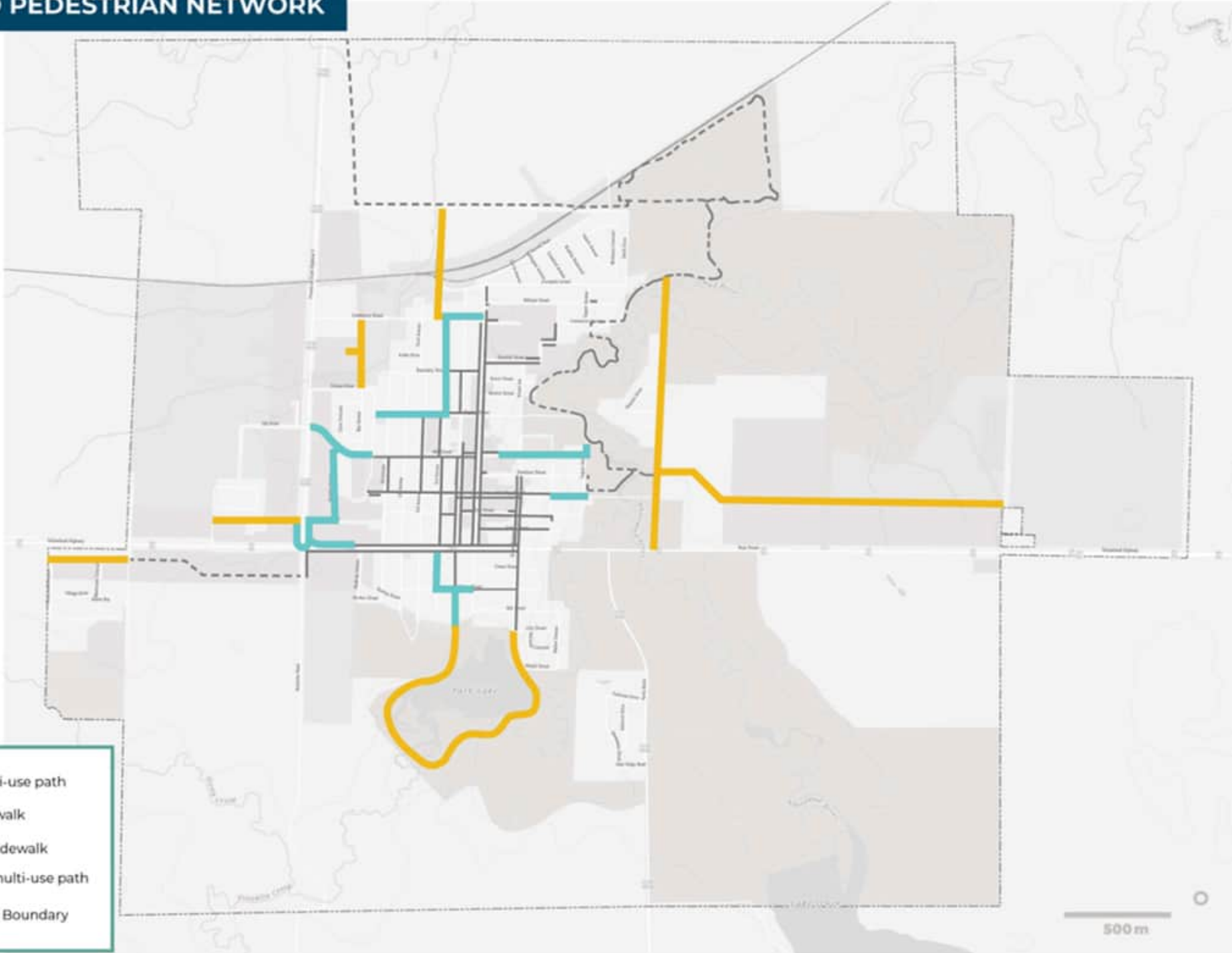
# EXISTING SIDEWALK NETWORK

## Legend

-  Existing Sidewalk
-  Stop Sign
-  Traffic Signal
-  Turning Circle
-  Railway
-  Commercial
-  Industrial
-  Institutional
-  Parks and Open Space
-  Municipal Boundary



# PROPOSED PEDESTRIAN NETWORK

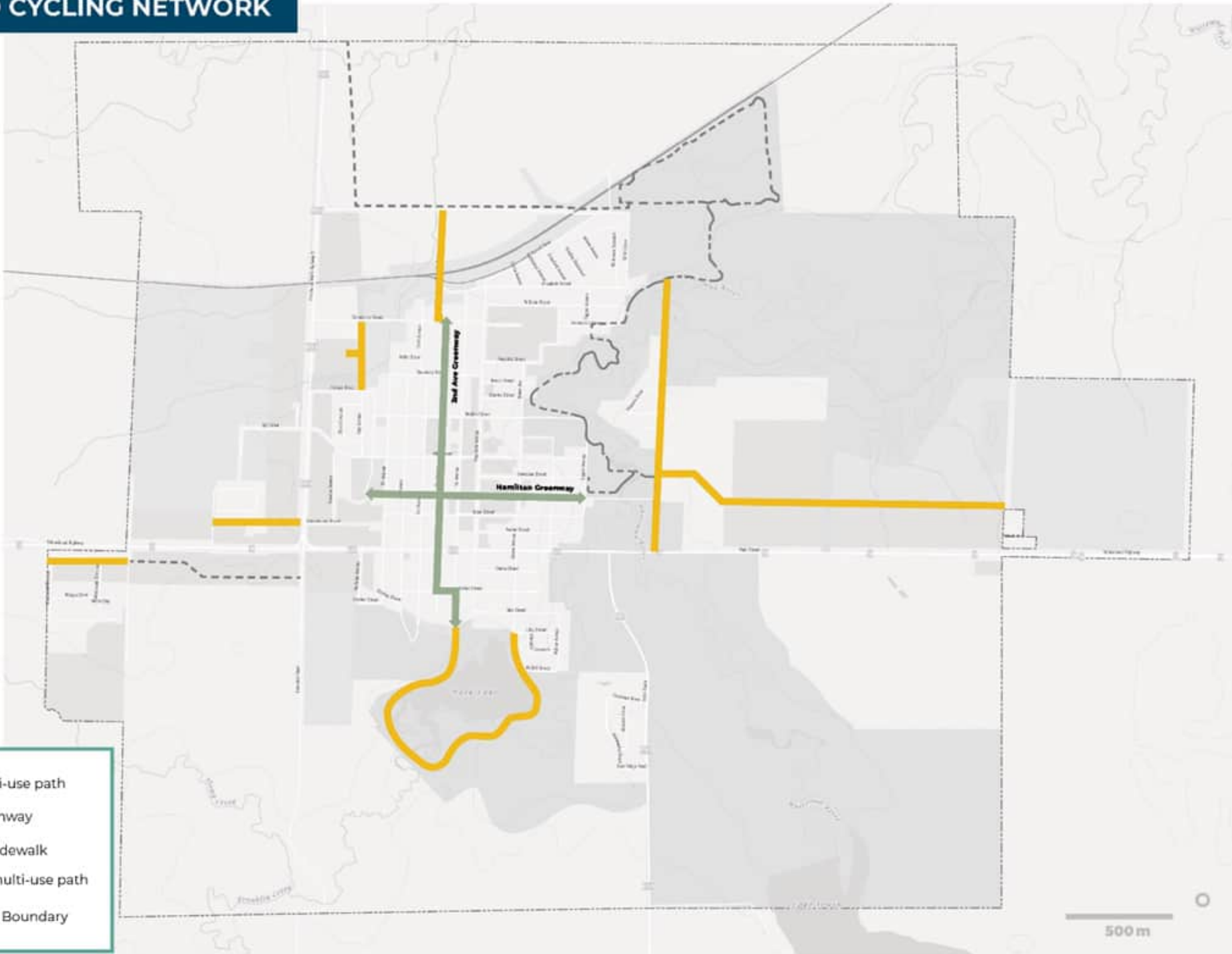


## Legend

-  New multi-use path
-  New sidewalk
-  Existing sidewalk
-  Existing multi-use path
-  Municipal Boundary



# PROPOSED CYCLING NETWORK



## Legend

-  New multi-use path
-  New greenway
-  Existing sidewalk
-  Existing multi-use path
-  Municipal Boundary



Appendix B

# Public and Stakeholder Engagement Summary





DATE: August 15, 2023

TO: Denis Saquet, Nicole Cooper, and Marilyn Crewe

FROM: Devon Jennings-Lander, Transportation and Engagement Consultant

FILE: 5249.0001.01

SUBJECT: Town of Neepawa Active Transportation Master Plan: What We Heard Summary

## 1 INTRODUCTION

In the fall of 2022, the Town of Neepawa launched the planning process for developing an Active Transportation Master Plan (ATMP). Based on community input and technical analysis, the ATMP will help to improve the health and safety of community members, improve air quality, and support stronger community connections.

As part of the planning process, the project team has met with Town staff and other stakeholders to identify issues and opportunities for active transportation in Neepawa. Input from these key stakeholders has been used to develop a draft vision, goals, strategies, and actions for improving walking and cycling in Neepawa.

Once a draft plan was developed, community members were invited to share their thoughts at an in-person pop-up engagement session at the Neepawa Chamber Fair, and later invited to complete an online survey to share their feedback on the draft plan and proposed network.

This document provides a summary of how we engaged with community members, and what we heard through the engagement process.

## 2 ENGAGEMENT OPPORTUNITIES

### 2.1 Raising Awareness

#### Stakeholder Outreach

Beginning in the fall of 2022, Town of Neepawa staff worked with the Urban Systems project team to identify key stakeholders in the region and circulate invitations to the stakeholder list of 13 organizational representatives from the following organizations:

- Neepawa and Area Immigrant Settlement Services
- Neepawa and District Chamber of Commerce
- Beautiful Plains School Division
- Hylife Neepawa
- Pinoy Trail Bikers
- Neepawa Seniors Drop-in Centre
- Rotary Club Neepawa
- Town of Neepawa Recreation Services

DATE: August 15, 2023

FILE: 5249.0001.01

PAGE: 2 of 12

SUBJECT: Town of Neepawa Active Transportation Master Plan: What We Heard Summary

- Prairie Mountain Health
- Touchwood Park Association
- Neepawa Health Centre
- Budz N Bloom

Invitation to the stakeholder meeting scheduled for December 19<sup>th</sup>, 2023, were sent on December 7<sup>th</sup>, 2023. 8 of 13 stakeholders indicated they would be able to attend the stakeholder session on the 19<sup>th</sup>.

A second stakeholder committee meeting will be held in the Fall of 2023 to examine the draft Active Transportation Network Plan, What We Heard through the pop-up and online engagement, and recommended policies and programs. Outreach for this session will be conducted via email to the Stakeholder Committee Membership list, and the session will be conducted in-person at the Town of Neepawa's Administration Offices on Hamilton Street.

## Pop-Up Engagement

At the Neepawa Chamber of Commerce Fair on May 27<sup>th</sup>, 2023, project team members including Town and Urban Systems staff set up a booth with information and engagement boards, and invited attendees to share their thoughts on Issues and Opportunities as they pertained to Active Transportation in the Town of Neepawa. Project team members also walked around the Fair site to invite attendees to head over to the Engagement Booth to share their thoughts for a chance to win a \$250 gift card to a local business of their choice.

## Town of Neepawa ATMP StoryMap

Following the Pop-Up Engagement session, a decision was made to host an online survey in an effort to increase the opportunities for public input. A project website page was set up using the StoryMaps online engagement site, with an embedded link to an online survey on the Survey Monkey platform.

The project website shared information about the project, the importance of active transportation to community well being and connections and provided opportunities for engagement.

Promoted social media posts were also shared using the Town's Facebook page, an email inviting participation was sent to members of the Town's email list, and an embedded banner link was shared on the Town's website at Neepawa.ca.

Posters were also placed at all Town facilities, and information sheets, posters, and hard copies of the survey were made available at the Town offices.

### 3 WHAT WE HEARD

#### 3.1 Stakeholder Engagement Session

On December 19th, 2022, representatives from several local organizations including the Town of Neepawa, Hylife Foods, Beautiful Plains School Division, and Prairie Mountain Health Region attended a Stakeholder session hosted by three team members from Urban Systems. The intent of this session was to introduce the project team, discuss current challenges and barriers to Active Transportation within the community, and identify future opportunities to get more residents and visitors moving in a healthier and more sustainable manner.

After a short presentation on the development of the ATP, group discussions were held on a wide variety of AT related topics, including the key points listed below:

Topic	Discussion
<b>HyLife</b>	<ul style="list-style-type: none"> <li>• About 600 people per shift. Lots of spouses working am/pm shifts and trying to get to school pickup.</li> <li>• Many workers at the Hylife plant have attempted to commute to and from the plant using bikes or scooters but found Travelling along the highway to be a very scary and challenging experience. Many gave up trying to commute in this manner after negative experiences.</li> <li>• Hylife would like to see an 80km limit put in starting just east of the plant all the way to the Town of Neepawa. May safety issues exist currently, especially with turning into and out of the plant with vehicles moving at high speeds. Multiple requests to the province to reduce speeds were denied.</li> </ul>
<b>School expansion</b>	<ul style="list-style-type: none"> <li>• Based on area required, new school site(s) will have to move outside of 5 and 16 (roads).</li> <li>• Proximity to residential areas is always considered.</li> <li>• Struggle to get kids to walk even 2 minutes to school.</li> <li>• 13 buses coming in and out – too many for the existing bus loop.</li> </ul>
<b>Traffic count numbers</b>	<ul style="list-style-type: none"> <li>• Do the traffic count numbers make sense? Generally, yes. Have spiked since 2018, especially around the school.</li> <li>• Significant impact of the Hylife plant on vehicle volumes is evident.</li> </ul>

<p><b>Trails &amp; Pathways</b></p>	<ul style="list-style-type: none"> <li>• Wayfinding and signage is important, and may be happening already, but more could help direct higher traffic volumes.</li> <li>• Proximity to the school may be an issue affecting use; high school is close, other school is not.</li> <li>• Reducing any barriers to the trails is helpful (i.e., knowledge, awareness among teachers, etc.).</li> <li>• Promote trails and pathways via social media and connect with other nearby amenities in nearby towns on the way to East Gate.</li> <li>• Hylife has an internal social media, and the wellness staff group could promote trails to those who may not be aware, such as temporary foreign workers and other employees.</li> <li>• “Stranger danger” component needs to be explained and put in perspective for those worried about children traveling alone.</li> </ul>
<p><b>Bike facilities</b></p>	<ul style="list-style-type: none"> <li>• As a pedestrian on paths, aware of safety between pedestrians and cyclists.</li> <li>• Dedicated facilities for safety.</li> <li>• Equity and cost of bikes (i.e., bike vs food) can make cycling less accessible to some groups.</li> <li>• There are groups of people really interested in fitness who buy expensive bikes, but that is more of a recreation group, rather than commuters.</li> <li>• Common practice is to load bikes into a truck to get to nearby trails.</li> </ul>
<p><b>Business lens &amp; tourism</b></p>	<ul style="list-style-type: none"> <li>• Promote trails and pathways via social media and connect with other nearby amenities in nearby towns on the way to East Gate.</li> <li>• A regional approach to drawing tourists is needed.</li> </ul>
<p><b>Pedestrian network</b></p>	<ul style="list-style-type: none"> <li>• Topography and visibility is an issue for pedestrians.</li> <li>• Cars doing “Dukes of Hazard” jumps over hills on roadways.</li> <li>• Need to provide separated pedestrian facilities on streets near the pool and other amenities to reduce risk of low-visibility situations between cars and pedestrians.</li> <li>• School does pickup for some kids within 1.6 km walkshed solely based upon the risk of certain routes.</li> <li>• Opportunities for short cuts to be built across open spaces to reduce walk times.</li> </ul>

# URBAN SYSTEMS Neepawa ATP Engagement Summary

DATE: August 15, 2023

FILE: 5249.0001.01

PAGE: 5 of 12

SUBJECT: Town of Neepawa Active Transportation Master Plan: What We Heard Summary

<p><b>Education, awareness &amp; promotion</b></p>	<ul style="list-style-type: none"> <li>• Need for grassroots approach to shift mindset of what is possible; there is a precedent for this approach in the Neepawa Eats Healthy group.</li> <li>• Bike to Work Week / Bike to School Month – examples of community-based supports for active behaviours.</li> <li>• Bike parking facilities are not common anymore, but used to be more common.</li> <li>• School bike theft has been a periodic issue, but now it is in a quiet period.</li> </ul>
<p><b>Children, youth &amp; safe routes to school</b></p>	<ul style="list-style-type: none"> <li>• Mental health is the focus now, but there needs to be stronger focus on the connection between the mental and physical.</li> <li>• Youth recreation is screen-based now, for the most part.</li> <li>• Societal shift requires extra attention, and not just infrastructure.</li> <li>• May need a legacy and catalyst for ongoing conversations (such as an active transportation advisory committee).</li> </ul>
<p><b>Universal accessibility</b></p>	<ul style="list-style-type: none"> <li>• Town is spending 50K per year toward sidewalk replacement (equates to about 2 blocks)</li> <li>• Focus on clearing the sidewalks around the school first and focus on making accessible routes a priority</li> </ul>
<p><b>Snow clearing &amp; removal</b></p>	<ul style="list-style-type: none"> <li>• Lighting is a seasonal safety issue, with people leaving and returning home both in dark</li> </ul>
<p><b>Road safety</b></p>	<ul style="list-style-type: none"> <li>• Could we apply wider highway shoulders like in Riding Mountain National Park (RMNP)?</li> </ul>
<p style="text-align: center;"><b>Discussion around Large Map followed – Summary below</b></p>	
<p><b>AT Network</b></p>	<ul style="list-style-type: none"> <li>• New hospital and Hylife down 16 should make the highway and AT a priority.</li> <li>• There is an Industrial Park proposed/zoned west of Hylife; serviced with water only, as 2 acre lots can have septic systems.</li> <li>• East-west road adjacent to new hospital site is funded in the capital budget (~\$6M); upon completion could allow for an E-W corridor from Hylife over to new developments in the west end of Neepawa, north of main street.</li> <li>• Bridge connections to create an AT loop between golf course and town – previously met opposition – “not in my backyard”.</li> <li>• North-south crossings of Main St are currently limited.</li> <li>• Multi-use path around the lake as part of the TCT.</li> <li>• Brown Ave as a School Street – would be useful to school and other users nearby.</li> </ul>



	<ul style="list-style-type: none"><li>• Steep hills on Brown Ave have been a barrier to sidewalks – has been easier to walk on grass.</li><li>• Is there an opportunity to keep School zones to 30km/h speed limit year-round and in effect later into the night to allow for non-school activities?</li><li>• Police enforcement has helped to slow traffic in enforced area.</li><li>• MB infra has jurisdiction over Mtn Ave – overruled crosswalk location desired by school and town.</li></ul>
--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

An individual stakeholder consultation was also held on January 4th, 2023, with Don Walmsley of Neepawa and Area Immigrant Settlement Services, the highlights of which can be found below:

- In rural communities, in particular there is a strong need for partnerships. Neepawa settlement services has partnered with over 40 other organizations in the past 5 years. Recommendation is to seek partners to help promote AT in the future.
- NSS has grown from 2 staff to 18 since 2015. IRCC fully funds the organization. 620 clients last year.
- Most of the Filipino families moving into the area are young (25-40) and have young children.
- From a cultural perspective, walking in winter is just starting to be accepted.
- Children are escorted to school or driven in the Philippines as it's not safe.
- Need to have bike lanes installed in the Town, move cyclists off of sidewalks.
- Don saw possibility to have people commute sustainably if they saw the financial rationale. Many immigrants live comfortably thanks to union jobs, but value saving money. Like to be able to send money back to family in Philippines.
- Carpooling to the Hylife plant does happen and one transport service operates in town.
- Focusing on the economic case for AT will be an important selling point
- Aim to get seniors walking 10,000 steps etc.
- Park lake used to have paint curling – could be a draw to get people active/walking
- Get Faith groups on board to promote AT
- Tap into the strong community spirit:
- Parents spending time with kids
- Arts Forward could encourage AT (Yvonne Sisley is great!)
- In order to get paradigm shift happening, it has to make sense and you have to feel good doing it.
- More crosswalks needed on 16, especially near the Dairy Queen. 1-2 needed ASAP.
- Seek opportunities to expand existing ped network through areas such as Veteran's Way that does not tie into anything.
- No bike shop in town, but a few folks do repairs. Otherwise drive into Brandon or Winnipeg.

- Don sees a continued growth pattern happening for Neepawa with the Best Western having a Conference Centre, new Hospital (200 + staff), and Hylife growing in future. However, growth pattern will be more gradual and not as exponential as previously.
- Need to engage with the community on AT. Seek to have them understand and make the case for AT and how it can positively impact them.

Overall, the members of the Stakeholder engagement provided the project team with extremely helpful and insightful data that identified specific existing Challenges to moving about the Town of Neepawa in a safe manner, and also provided detailed advice on how the Town can best improve the safety, comfort, and numbers of residents moving about Town in an active and sustainable manner.

A final stakeholder session will be held in the fall of 2023 to review the proposed Active Transportation Network Plan, feedback from public engagement, and recommended policies and programs to increase the rates of Active Transportation in the Town.

All stakeholder comments are included as recorded in the Draft and Final versions of the Active Transportation Plan, stakeholder recommendations were considered by the project team as they developed the ATP, and if deemed feasible and impactful by the project team many of these stakeholder recommendations were included in the Final Report.

## 3.2 Community Pop-Up Engagement

The Town hosted a community Pop-Up Engagement session on May 27<sup>th</sup>, 2023, to gather community feedback on what they saw as the Issues and Opportunities as related to Active Transportation in the Town of Neepawa – both existing and future. Over 30 interactions were recorded, with 14 community members providing feedback on the Engagement Boards.

The results of this input on the Engagement Boards was visually recorded, and comments consolidated in a summary document, the text of which is included below:

*What opportunities are there to increase walking and cycling in Neepawa?*

- Better maintained roadways
- More wayfinding signage
- Improve road safety around schools, less traffic and congestion
- Great trails serve as a good start for an AT Network
- Back alleys to be paved
- Improve connections to the Bike park
- Idea sounds very nice, great for cyclists, tourists, and families. Great idea!!

*What prevents you from walking or cycling more or more often (i.e., built environment barriers, perceptions of risk, network gaps, etc.)?*

- Knowing where we can go – need trails/cycling/walking network maps etc.
- Safe, separated infrastructure. Connections to trails, signage.
- Hills
- Publicity of trails
- Make streets wider and maintain sidewalks as sidewalks do not get cleaned well in winter

### 3.3 Online Survey

An online survey was available between July 14 to 28, 2023 and a total of 85 responses were received. The survey was designed to gather feedback on the draft plan to help ensure the final plan accurately reflects Neepawa’s unique context and the community’s interest. The survey included four open-ended questions about walking and cycling in Neepawa. Responses were analyzed and themed, and themes with five or more responses are summarized below.

#### ***What opportunities are there to increase walking and cycling in Neepawa? (79 responses)***

##### **Expand the pedestrian network (24 comments)**

Comments received included:

- Multi-use pathways that loop around the town and the Park Lake Area
- More sidewalks
- Improve quality of sidewalks
- Pedestrian facilities on Main Street, Mountain Avenue, and through town

##### **Expand the cycling network (14 comments)**

Comments received included:

- Bike lanes along the highway, on Main Street, through town
- Biking connections to HyLife, the new hospital, and the Bird sanctuary

##### **Install more dedicated bicycle lanes (8 comments)**

Respondents expressed that it is quite difficult to ride their bike on roads with street parking.

##### **Promote and encourage active transportation, specifically through community events (15 comments)**

Respondents were excited for the Town to host more community events with an active transportation focus. Recommended events include community competition, walk-a-thons, Town cycling days, fun runs and marathons. It was also suggested to set up community walking and biking groups. These events provide opportunities to educate community members on the health and social benefits of active transportation.

### **Improve condition of sidewalks (5 comments)**

Respondents specifically mentioned the need for sidewalks to be level and have low slope ramps at roadways/driveways, so they are accessible for people with mobility aids, as well as those pushing strollers.

### **Improve the maintenance of pedestrian facilities (5 comments)**

Respondents specifically mentioned improving maintenance of existing sidewalks, stairways, improving access for those with mobility aids, and trails.

### **Install more crosswalks (5 comments)**

Respondents specifically noted they would like more crossings along the highway.

## ***What prevents you from walking or cycling more often in Neepawa? (82 responses)***

---

### **Poorly maintained pedestrian and cycling facilities (16 comments).**

Respondents specifically mentioned sidewalks being covered in snow and ice during the winter and flooded or muddy during the spring.

### **Lack of pedestrian facilities (14 comments).**

Pedestrian facilities specifically mentioned include sidewalks, crosswalks, dedicated walking paths, routes in and around town, and sidewalks on side streets)

### **Poorly maintained road (11 comments)**

Potholes are a significant concern for respondents. When the roads are in poor condition, it is very difficult to ride a bike on the road.

### **Concerned about crossing the highway (10 comments)**

Trying to cross the highway was a common concern among respondents. They noted it is necessary to cross the highway to access certain destinations, but they are concerned for their safety when they do try to cross.

## Gaps in the walking and cycling networks (10 comments)

Several respondents noted that walking and cycling networks are incomplete. Respondents often need to walk or bike on the road at some point during their trip because the walking or cycling facilities are not connected, with numerous gaps throughout the community.

## Personal safety concerns (9 comments)

Several personal safety concerns were mentioned, including:

- Drivers not paying attention to pedestrians or cyclists.
- Lack of lighting along pedestrian and cyclist facilities.
- Feeling unsafe travelling alone as a woman.

## Feel unsafe biking on the roads (7 comments)

Respondents who bicycle specified that they feel unsafe when cycling on the highway and in town. They feel unsafe when cycling on roads with angled parking, and expressed concern over unsafe driving behaviours.

## Lack of cycling facilities (6 comments)

Respondents specifically mentioned a desire for cycling facilities along the highway and through town.

## Walking and biking are inconvenient (5 comments)

Respondents mentioned that they don't have the time or energy to walk or bike, especially after work. Extreme weather conditions (rain, snow, excessive heat or cold) are also deterrents to walking and biking.

## ***What are your thoughts on the proposed improvements to the existing pedestrian network in the Town of Neepawa? (78 responses)***

---

### General support for the pedestrian network (44 comments)

### Need to prioritize connecting the network (15 comments)

Respondents identified several locations where there are network gaps, including:

- Hillcrest neighbourhood



DATE: August 15, 2023

FILE: 5249.0001.01

PAGE: 11 of 12

SUBJECT: Town of Neepawa Active Transportation Master Plan: What We Heard Summary

- Brown Avenue
- Elizabeth Street
- Highway 5
- Connecting to the bird sanctuary
- North and East ends of town
- Riverbend
- Hylife

## **Need to make sure pedestrian infrastructure improves accessibility and safety (9 comments)**

Respondents specified that sidewalks need to be accessible for people with mobility aids and pushing strollers. They also noted the importance of making sure that the new infrastructure improves safety, specifically along the highway.

## **Would like to see more sidewalks added (6 comments)**

Specific locations mentioned by respondents include:

- Around schools
- In the north and east ends of town

## **Would like more connected loops within the networks (5 comments)**

Respondents suggested trail loops around the perimeter of the town and around the gold course.

## ***What are your thoughts on the proposed improvements to the cycling network in the Town of Neepawa? (75 responses)***

---

### **General support for the cycling network (30 comments)**

### **Want to see the network expanded (14 comments)**

Respondents specifically mentioned the following areas to expand the network:

- into main business and busy highway area
- behind cemetery
- more access town core
- Highway 16
- Highway 5
- Main Street
- Mountain Avenue,
- perimeter loop around town

DATE: August 15, 2023

FILE: 5249.0001.01

PAGE: 12 of 12

SUBJECT: Town of Neepawa Active Transportation Master Plan: What We Heard Summary

- to Hillcrest
- to Lake Irwin area

## **Need to prioritize safety (9 comments)**

Respondents noted that cycling network improvements need to prioritize safety for children and in areas of heavy traffic. Prioritizing safety will help to increase use of the cycling network.

## **Improvements needed to separate bikes from motor vehicles (5 comments)**

Respondents notes that they feel more comfortable riding their bike when separated from motor vehicle traffic.

## **Need to provide clarity about the infrastructure improvements (4 comments)**

Several respondents noted that they do not know what the different cycling facilities are, specifically what a greenway is.

## **4 NEXT STEPS**

The feedback collected from community members and stakeholders is a critical part of developing Neepawa's Active Transportation Plan. Community member and stakeholder feedback is being used to inform and refine the draft active transportation plan so that it accurately reflects Neepawa's unique context, as well as specific community interests and priorities.

The draft Active Transportation Plan will be shared with Town Staff and Stakeholder Committee members in the coming months, and final revisions will be made in the fall of 2023 with a council presentation of the Final ATP to follow.

Appendix C

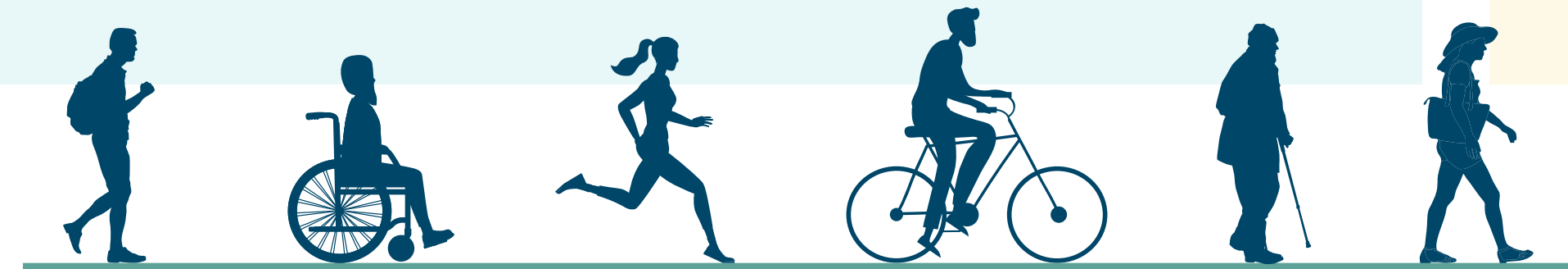
# Pop-up Engagement Boards





# WE NEED YOUR INPUT

Tell us what would get you walking, cycling or rolling



Prize draw to win a gift card to a local Neepawa retailer of your choice.

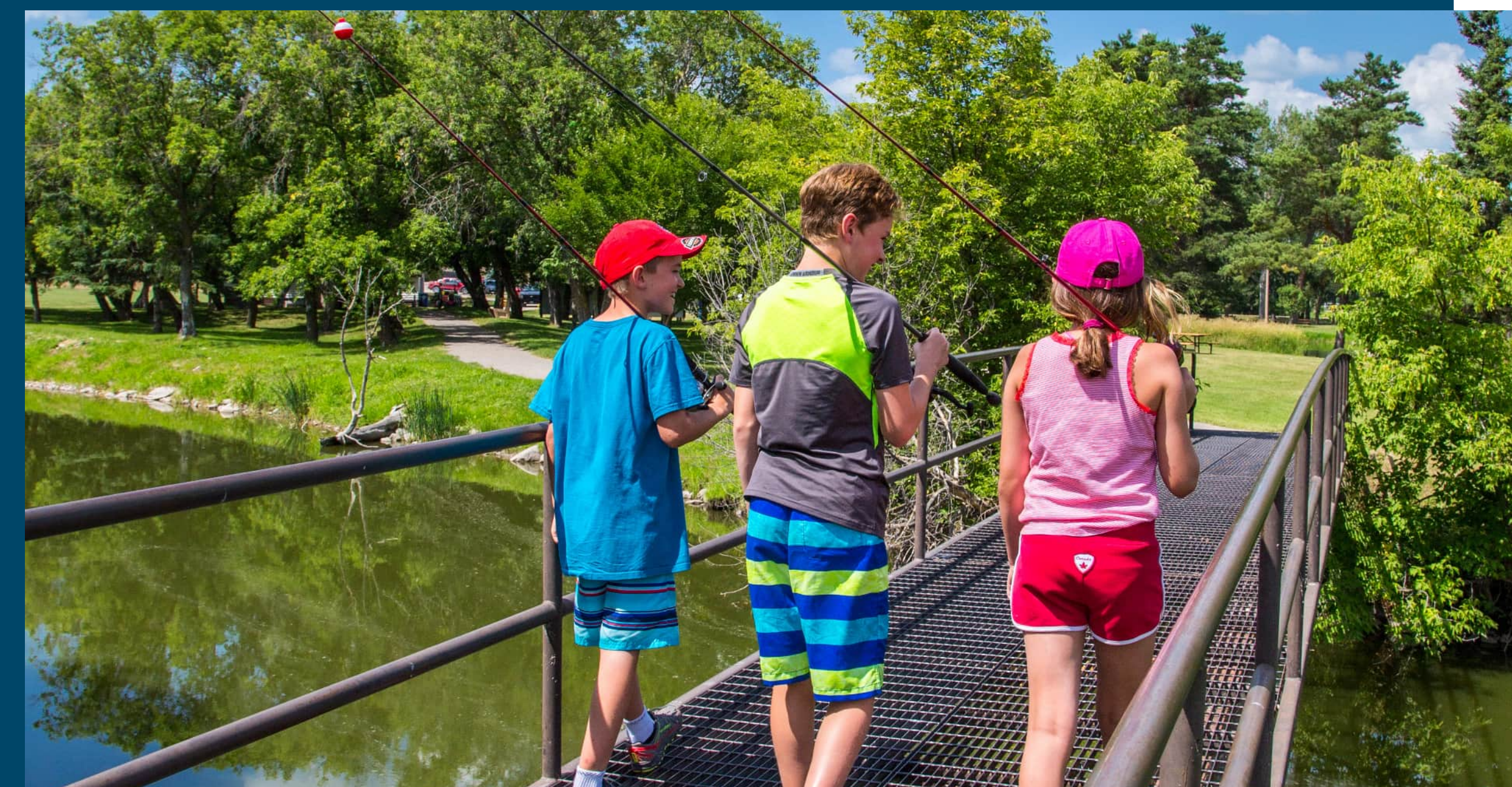
CHANCE TO WIN

\$250

*Prize draw open to residents of Neepawa and surrounding communities only.*

## Be part of Neepawa's Active Transportation Future

We'd love to hear about your experience walking, cycling, rolling, and moving around Neepawa. Stop in and chat with our project team to help shape **Neepawa's Active Transportation Master Plan.**







# ACTIVE TRANSPORTATION MASTER PLAN

OPEN HOUSE

MAY 27, 2023

## Welcome to our Open House!

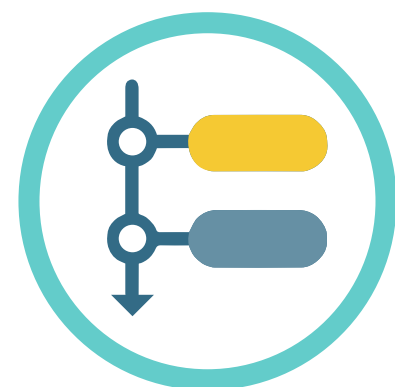
Thank you for attending the Town of Neepawa's Active Transportation Master Plan community pop-up open house! On the following boards you will learn about this project and have the opportunity to tell us about your experiences.

Members of our project team would love to connect to answer any questions, chat about the project and hear your active transportation stories.

## Prize Draw!

To say thank you for your valuable input in our project, we will enter those who provide responses on **Board 6** into a draw to win a \$250 gift card. Please speak to a project team member for more information!

## Topics



PROJECT  
BACKGROUND



WHAT IS ACTIVE  
TRANSPORT?



WHAT  
WE'VE HEARD



ENGAGEMENT  
ACTIVITY



VISION &  
OBJECTIVES



ACTIVE SCHOOL  
TRAVEL



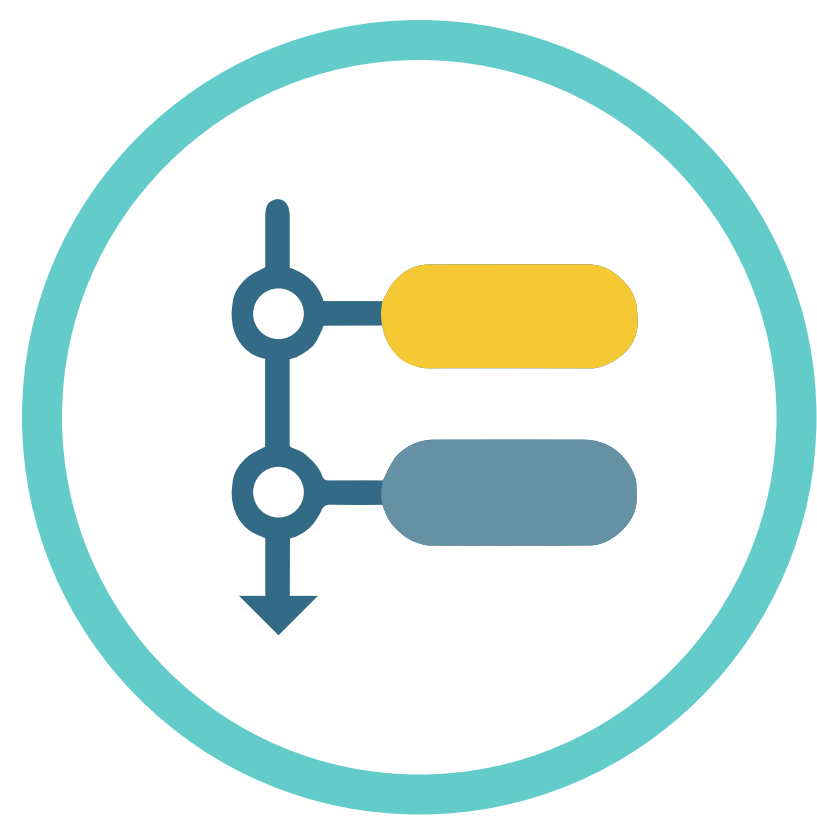
NEXT  
STEPS

## Purpose

The Town of Neepawa's Active Transportation Master Plan Project started in the fall of 2022. The process so far has involved having City staff providing input on community goals as well as community stakeholder engagement.

The purpose of today's Open House is to present information on the project to date, including the draft Project Vision, Goals and Strategies, as well as solicit input and feedback from community members on their priorities and vision for the future of walking, biking, and rolling in the Town of Neepawa.





# PROJECT BACKGROUND

## AND OBJECTIVES

The Town of Neepawa is creating an Active Transportation Master Plan to increase the health and safety of community members, improve air quality, and support stronger community connections. Neepawa has experienced significant growth in recent years, so now is a good time to review how residents and visitors get around, as well as explore how infrastructure, policies and programs can be updated in the coming years to meet the changing needs of all those who call Neepawa home.

***“As Neepawa grows, we see the importance of better connecting our community to increase inclusivity and access to amenities, while also improving the health and safety of residents.”***

- Town Staff

Once complete, the Active Transportation Master Plan will be presented to Council for adoption and implementation over the next 5 years.

## Who's Involved?

Urban Systems, a professional planning and engineering firm from Winnipeg, has been retained by the Town of Neepawa for this project. The project is managed by the Town of Neepawa Public Works and Operations. Numerous stakeholders have been involved in the project to date, including:

- Neepawa Recreation Services
- Hylife Foods
- Beautiful Plains School Division
- Manitoba Infrastructure
- Prairie Mountain Health
- Neepawa Settlement Services

## Project Objectives

- Develop a safe and integrated active transportation network for Neepawa.
- Provide a strategy that has been developed through citizen and stakeholder engagement.
- Review and propose updates to the policy framework for active transportation in Neepawa.
- Improve the quality of active transportation in Neepawa with safe, innovative design principles and a comprehensive set of policies and procedures.
- Identifying opportunities to improve safe travel to school through built environment and road safety improvements.
- Establish an implementation strategy with funding recommendations to meet short, medium, and long-term initiatives and programs to meet the targets and objectives of the Strategy.
- Set priorities for construction of new or improved active transportation infrastructure.





# ACTIVE TRANSPORTATION

WHAT IS ACTIVE TRANSPORTATION AND WHY IS IT IMPORTANT?

## Why is Active Transportation Important?

Active Transportation (AT) contributes to a more balanced, cost-effective, and efficient transportation system, while supporting more healthy, livable, and vibrant communities. Benefits of promoting active transportation include:



### Health Benefits

- Reduces chance of obesity and Type 2 Diabetes.
- Improves strength, bone density, mental health, and mood.
- Cycling to work is linked with a 45% lower risk of developing cancer and cardiovascular disease compared to commuting by car or public transport. Biking as little as 30 km a week can reduce your risk of coronary heart disease by half.



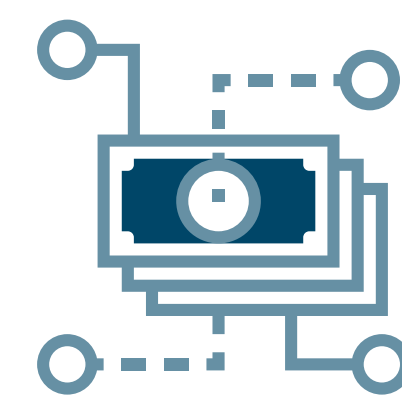
### Societal Benefits

- High rates of AT in a community are a strong indicator of sustainability and livability.
- AT facilities provide affordable and accessible transportation choices for people of all ages and abilities.
- Walking and cycling increases community connection and cohesion.



### Environmental Benefits

- Increased rates of AT reduce air pollution and greenhouse gas emissions, and improve air quality.
- Promoting active transportation aids with efforts towards climate change mitigation.



### Economic Benefits

- Investments made in AT infrastructure and programs can stimulate the local economy by generating tourism revenue and supporting local businesses.
- Increased walking and cycling reduces transportation costs, leaving more disposable income for purchasing other goods and services.
- Constructing AT infrastructure is typically less expensive per kilometre than constructing roadways. Maintaining AT infrastructure is also less expensive.



### Safety Benefits

- When walking and cycling rates increase, rates of collisions with motor vehicles decrease.
- Places with high levels of pedestrians and cyclists are the safest places to walk and cycle.
- Streets designed for slower vehicle speeds feel safer for vulnerable road users.
- Cities and towns with protected and separated bike lanes have 44% fewer deaths for all road users (including people on bikes, in cars, and on foot) than the average city without protected facilities.

## What is AT?

Active Transportation (AT) includes any form of human-powered transportation, and describes any active trip you make to get from one place to another, whether it is to work, school, the store, or to visit with friends and family.

Walking and cycling are the most popular and well-known forms of active transportation. However, the definition extends much further than that—as long as it is ‘active,’ the options are endless: skateboarding, wheeling, pushing a stroller, using a mobility aid, etc.





# WHAT WE'VE HEARD

FROM MUNICIPAL AND PROVINCIAL STAKEHOLDERS



The project team has held multiple meetings with Town staff and other stakeholders to identify issues and opportunities for active transportation in Neepawa. What we have heard so far has been used to develop a vision, goals and targets, as well as strategies and actions for the future of walking and cycling in Neepawa. At the end of this process, we will create a Master Plan that will guide investments in active transportation infrastructure, and help to support programs that make active mobility a safe, convenient, and attractive transportation option for residents of all ages and abilities.

## Key Considerations

- Active Transportation is key to Neepawa's regional tourism strategy.
- Boosting active transportation in Neepawa requires more than just infrastructure - a social and cultural shift is necessary.
- Wayfinding (signage) could help make it easier to get around by active modes.
- Lighting is an issue - seasonal safety.
- Topography-related visibility issues between pedestrians and vehicles on some streets.
- Limited ways to cross Main St.
- Safety issues associated with high volumes of traffic on the highway between Mountain Ave and HyLife Foods plant.
- Needs to be a stronger focus on the connection between physical and mental health.
- Lack of bike lanes leads some cyclists to use sidewalks, creating conflict with pedestrians.
- The Town is continuing to work to make accessibility improvements.





# WHAT ARE YOUR THOUGHTS?

ENGAGEMENT ACTIVITY 1

What **opportunities** are there to increase walking and cycling in Neepawa?

*Place your sticky note here*

What **prevents** you from walking or cycling more or more often (i.e. built environment barriers, perceptions of risk, network gaps, etc)?

*Place your sticky note here*





# VISION & OBJECTIVES

PROPOSED ACTIVE TRANSPORTATION STRATEGIES

## Proposed Vision Statement

*“By 2033, Neepawa is a regional leader in active transportation. Residents of all ages and abilities enjoy walking, cycling, and rolling as safe and convenient mobility options throughout the year, contributing to a healthier, more resilient, and more equitable community that continues to attract new residents and investment. Visitors prize Neepawa’s world-class cycling and walking facilities along the river valley and throughout the community.”*

The proposed Active Transportation Master Plan has been grouped into **3 themes**. Each theme will ultimately include several objectives and associated strategies. Sample objectives and strategies respective strategies are shown below:

### CONNECT

**Objectives:**

- Develop a complete active transportation network that connects employment, recreation and commercial destinations around the town.
- Improve the safety and accessibility of vulnerable road users.

### EXPERIENCE

**Objectives:**

- Support effective land-use planning to build an environment that makes walking and cycling convenient and enjoyable.
- Boost opportunities for local and regional active tourism.

### ENCOURAGE





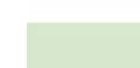





**Objectives:**

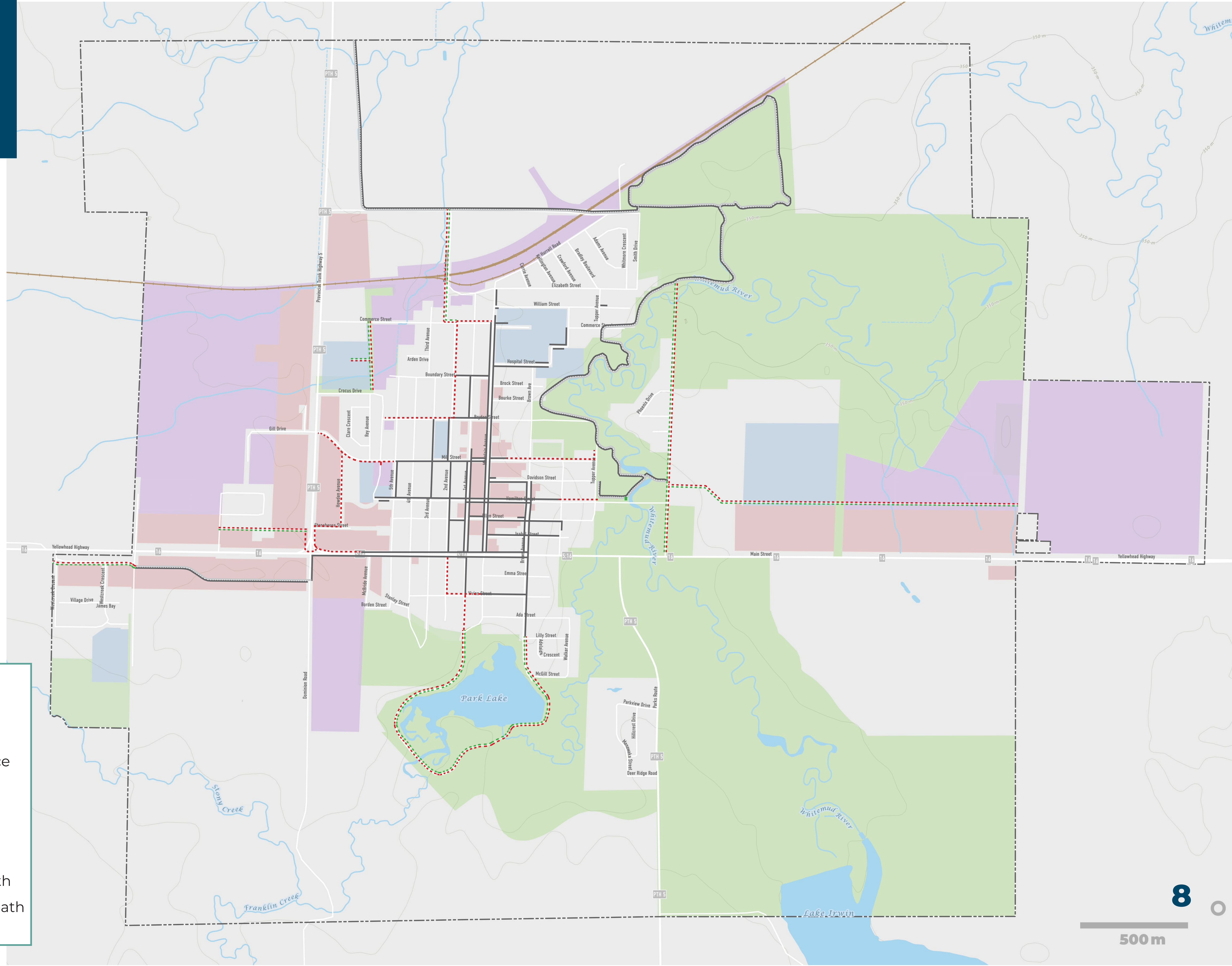
- Ensure that the active transportation network is equitable and accessible for all residents
- Foster a culture of support and use of active transportation to move about.



# PROPOSED PEDESTRIAN NETWORK

## LEGEND




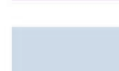
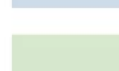




-  Railway
-  Commercial
-  Industrial
-  Institutional
-  Parks and Open Space
-  Municipal Boundary
- Active Transportation Network
-  Current sidewalk
-  Current multi-use path
-  Proposed multi-use path
-  Proposed sidewalk

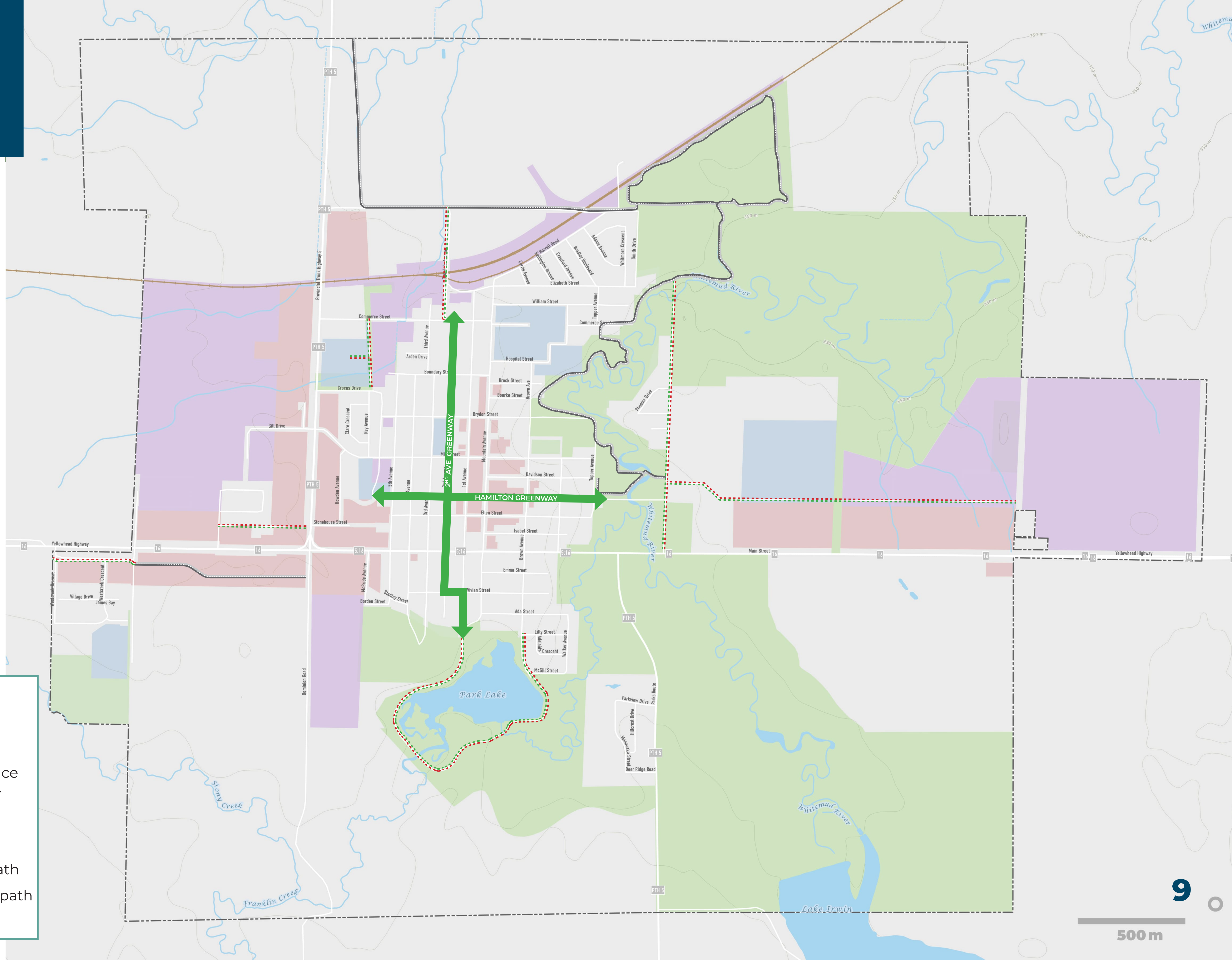




# PROPOSED CYCLING NETWORK

## LEGEND

-  Railway
-  Commercial
-  Industrial
-  Institutional
-  Parks and Open Space
-  Municipal Boundary
- Active Transportation Network
-  Current multi-use path
-  Proposed multi-use path
-  Proposed greenway







# ACTIVE SCHOOL TRAVEL

## SUGGESTED IMPROVEMENTS

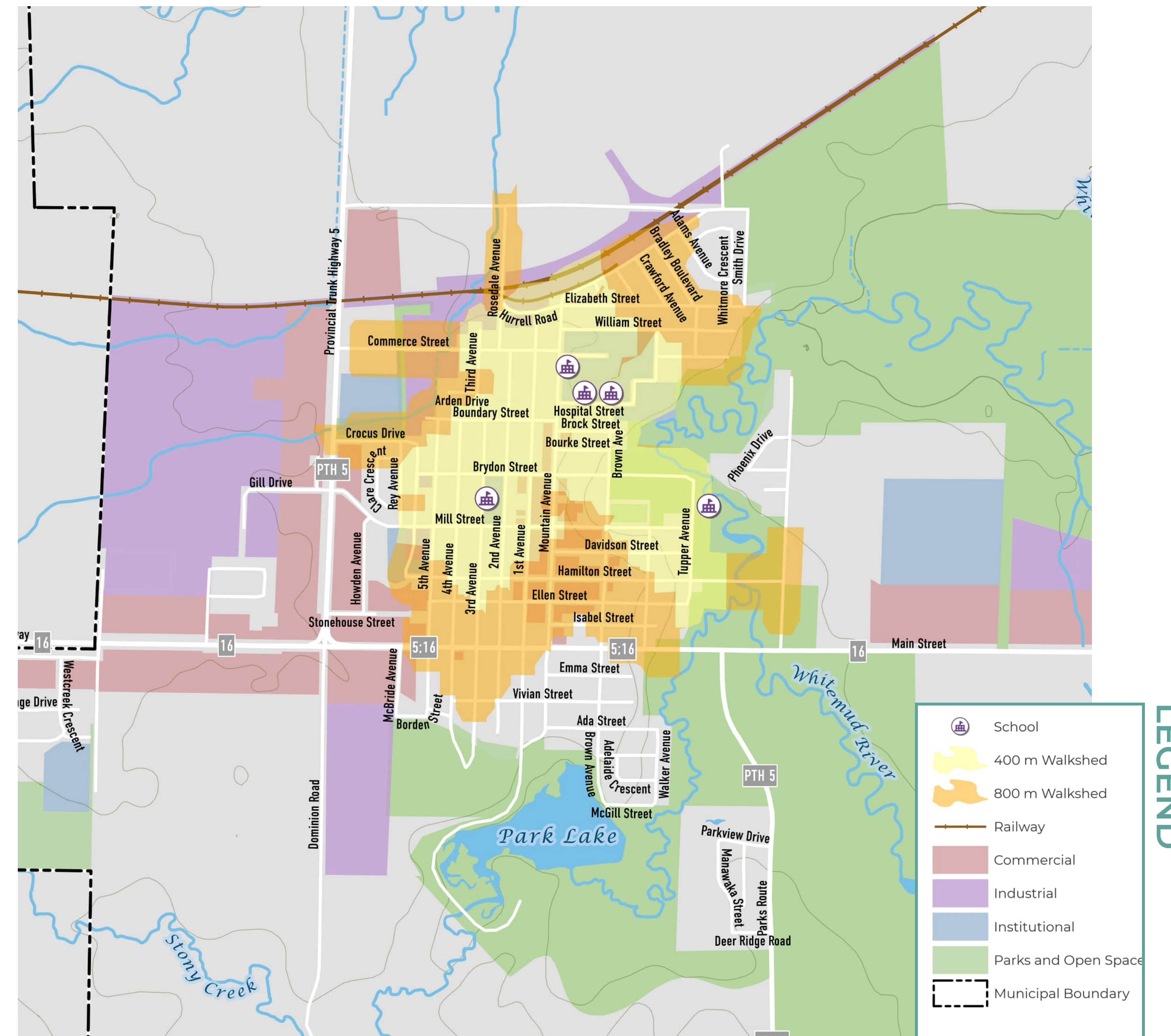
### Benefits of Active School Travel

By participating in Active School Travel, schools will have:

- **Healthier students:** Active School Travel provides school-aged children the opportunity to participate in moderate to intense physical activity on a daily basis. This is linked with lower body mass index, as well as improved cardiovascular health. Physical activity also supports healthy brain development, and research has shown that this leads to better mental health and improved academic performance.
- **Healthier communities:** Reducing the number of children being driven to school improves air quality in the vicinity of the school, and reduces associated risks of lung and cardiovascular diseases. Increased Active School Travel also supports Manitoba's greenhouse gas reduction target of a 40.9 % reduction in GHG emissions by 2032 (Made-in-Manitoba Climate and Green Plan) by reducing vehicle emissions.
- **Safer school zones:** Reducing traffic volume at arrival and dismissal times creates safer school zones for all students. Improving walking and cycling routes to school enhances the safety, connectivity and quality of life for the community as a whole.

### Active School Travel Actions

- Support bicycle education and skills training for students in elementary and secondary school.
- Support an educational campaign on the benefits of active school travel and the health and safety risks of driving children to school.







# NEXT STEPS

VISION AND GOALS

## Thank you!

Thank you for attending today's pop-up event and for sharing your input. We appreciate your participation in this process.

Please remember to fill out a prize draw ballot for the chance to win one \$250.00 gift card to a local retailer. (Note: this prize draw is only open to residents of the Town of Neepawa and nearby communities who have provided written responses to the questions on **Board 6.**)

### Contact Information

For more information, or if you have any additional comments or questions, please contact:

#### Greg Propp

Transportation Engineer, Urban Systems

T. 204-589-0094

E. gpropp@urbansystems.ca

#### Jamie Hilland

Transportation Planner, Urban Systems

T. 204-589-0094

E. jhilland@urbansystems.ca

## Timeline

