

REPORT ON THE FEBRUARY 11, 2009, WORKSHOP AT THE UNIVERSITY OF WINNIPEG CONCERNING THE DEVELOPMENT OF THE MANITOBA VERSION OF CHILD- AND YOUTH-FRIENDLY LAND USE AND TRANSPORTATION PLANNING GUIDELINES

An electronic version of this report is available at the project's Web site
(<http://www.kidsonthemove.ca>)

Introduction

This workshop was organized by the University of Winnipeg's Centre for Sustainable Transportation in connection with a project funded by the Public Health Agency of Canada entitled 'Child and Youth Friendly Land Use and Transport Planning: Guidelines and Literature Review' (#6269-15-2007/8420031). The duration of the project is November 2007 to March 2009.

The primary purpose of the project is to develop a set of guidelines for child- and youth-friendly transportation and land use planning for each of the nine provinces other than Ontario, along the lines of a set developed for Ontario in 2005. The present version of the 92-page Ontario guidelines document is available [here](#).¹

Information about the Centre for Sustainable Transportation (CST) can be found at CST's [Web site](#). This project is being managed by two of CST's research associates, Richard Gilbert and Catherine O'Brien, the authors of the Ontario guidelines document. Richard Gilbert can be reached at mail@richardgilbert.ca or 416 923 8839, or through his [Web site](#). Catherine O'Brien can be reached at catherine_obrien@cbu.ca or 902 563 1849.

The February 11 workshop was organized with the assistance of [Resource Conservation Manitoba](#), which handled the logistics and provided other assistance including note-taking at the workshop. The [Manitoba Eco-Network](#) managed the youth engagement process reported on below. The workshop was held in the superb setting of the University of Winnipeg's Convocation Hall.

The purpose of the February 11 workshop was to bring together interested parties to discuss the development of guidelines generally and the available draft for Manitoba. The workshop program is provided here in Appendix A.

¹ What is now available is the second version of the Ontario guidelines document. It differs from the version produced in 2005 chiefly in that the number of guidelines has been reduced from 27 to 21, the result of input from Manitoba and elsewhere.

There were 31 participants in the workshop, listed in Appendix B of this report. (This list does not include the opening speaker or the youth presenters.) There were participants from each of the following types of organization: municipal government (council members and staff), provincial government, and a variety of not-for-profit organizations.

The meeting began with remarks on behalf of the Government of Manitoba by the Hon. Kerri Irvin-Ross, Minister of Healthy Living, and Minister responsible for Healthy Child Manitoba. The minister was introduced by John Spacek, Assistant Deputy Minister, Manitoba Infrastructure and Transportation, and chair of the board of directors of the Centre for Sustainable Transportation.

Presentation by youth, and the youth consultation process that led to it

The workshop began with a much-applauded presentation on the guidelines by Manitoba youth. Erica Young of the Manitoba Eco-Network coordinated the presentation and the process that led to it. A shortened version of her report is attached here as Appendix C. The slides accompanying the youth presentation on February 11 can be viewed [here](#). A poster advertising the youth participation process can be seen [here](#). Youth and their coordinators who participated in the development of the presentation are acknowledged in Appendix D.

Here is a selection of some of the points made by youth on the guidelines (view the slide show to see all of the points:

- Youth friendly transport is safe, welcoming, reliable, accessible, comfortable, promotes health, and involves informed citizens.
- Re. young people as pedestrians: Make streets safer (in terms of harm from others). Make road crossing safer (in terms of traffic) and more convenient. Provide safe short cuts.
- Re. young people as cyclists: Being able to use bikes is very important for older children and youth. Provide more bike paths/trails, and bike lanes if they are separated from parking and bus lanes. Provide secure places for bikes, including at schools.
- Re. Young people as transit users: Make transit more affordable, cleaner, safer, assessable, and convenient. Provide more DART services (flexible on-demand routing for residential areas). Make it easier to travel to and from school by transit.

Presentations by the project principals

Richard Gilbert presented the current of the Manitoba version of the Guidelines, focusing on the history and process of their development. A PDF version of this presentation is available [here](#).

Catherine O'Brien made two presentations at the workshop. One was on the ongoing development of sets of guidelines for the Atlantic provinces, available [here](#). The other was on the ongoing dissemination of the set of guidelines developed for Ontario and the update of the literature review for the guidelines projects, both of which she is leading. This presentation is available [here](#).

Here were points made during the discussions of these three presentations, by the presenters or by other participants in the workshop:

- The present project concerns development of guidelines in nine provinces other than Ontario, although work on the Quebec version has been postponed until 2009-2010.
- Richard and Catherine stressed that the focus of the present project is *development* of guidelines for the nine provinces other than Ontario. This necessarily involves some dissemination, but the 'heavy lifting' as regards dissemination will come later, and should be done by people within each province. At the moment, Ontario is the only province where there is a focus on dissemination. There are plans to proceed with dissemination during 2009-2010 in three provinces, BC, Manitoba, and Nova Scotia.
- The primary target of the guidelines is municipalities, particularly transportation and land-use planners and the councillors they advise. There are many other target groups, notably the parts of provincial governments that direct or influence municipal actions. Other sectors have a substantial interest in the guidelines, notably those concerned with the health and welfare of young people.
- The primary purpose of having the guidelines is to change how municipalities go about doing things, specifically to put children and youth front and centre in their operations that can have an impact on children and youth.
- A guiding principle for the project is a statement by Enrique Peñalosa, former mayor of Bogotá, Colombia: "If we can build a successful city for children we will have a successful city for all people."²
- A goal of the project, although not necessarily the highest priority, is to achieve a set of Canadian guidelines. The actual guidelines would be the same for each province, but the accompanying text would vary according to legislative and other differences. This may require revisiting the Ontario guidelines towards the end of the project. A set of Canadian guidelines could have more status both inside and outside Canada.

² From 'The Politics of Happiness' by Susan Ives, based on a conversation with Enrique Peñalosa, in *Land & People*, Fall 2002, http://www.tpl.org/tier3_cd.cfm?content_item_id=10710&folder_id=2225 (accessed May 19, 2008).

Discussions of the individual guidelines and of the guidelines work generally

The largest part of the workshop was dedicated to small-group discussions of the 21 guidelines in the draft Manitoba guidelines document and more general discussion of the whole project. Below are points made during the discussions that took place in the break-out groups and during plenary discussions of the break-out groups' reports.

Comments on specific guidelines

(see Appendix E for the numbering and wording of the guidelines as discussed at the workshop):

1. This guideline as worded may contradict the heading of the first category of guidelines.
2. There's a risk in assigning one councillor; it may be better to give the whole council the responsibility. What about having a youth representative on the council?
3. Winnipeg has a seniors' advisory council, but nothing on youth. Gimli has an effective youth committee. Perhaps the guideline should mention the need for budget for the work of the committee and to help implement its recommendations. Youth forums for municipal action should perhaps be established through schools – even better if their work is linked to the school curriculum. Links with other community youth groups are important too, not the least for involving young people who are not in school.
4. and 5. Short cuts—especially away from traffic—are especially important for young people, e.g., from one cul-de-sac to another; the document's text could emphasize this. Ban high fences; always require sidewalks, wide if possible
5. In providing for pedestrians on streets, pay special attention to making it easier to cross from one sidewalk to another: allow more time, install curb extensions, enforce traffic rules concerning priority for pedestrians, provide better lighting.
6. Pedestrians need protection from lawn chemicals as well as from vehicle exhaust. Sidewalks should be alongside roadways, and any buffering against traffic should not become barriers to pedestrians.
10. Separate bicycle paths or trails are especially good for rural areas, which should also have roads with hard shoulders that cyclists can use. Clearing bike paths and lanes of snow and ice is very important. Bicycle lanes, although on the pavement, could be separated from other traffic by a curb or in other ways.
11. The wording of this guideline could be tightened up. Bike boxes would need a good educational campaign.

12. This is a truly important guideline. The text could reinforce such matters as providing the best bike racks, positioned away from walls (to allow use by more bikes), and in visible locations. Provide for both short-term and long-term bike parking.
13. Instead of or as well as ‘welcoming’ use ‘accessible’.
14. Design for transit: cul-de-sacs are a hassle for transit users. Encourage young people’s use of transit through education and low fares.
16. This guideline muddles educational and municipal responsibilities, and does not emphasize enough the municipal role in school siting.
18. To the extent that in-bus air quality is the concern, there may be a difference between the rural and urban school bus experience because most of the bus-time in rural areas is highway driving.
19. The point of this guideline is not entirely clear.
20. Speed limits alone are usually not enough; streets must be redesigned.

General comments on the guidelines:

- Use the language of youth in development plans (as may be being done in the new Plan Winnipeg).
- Consider how to use the Web to engage youth around municipal issues, transportation issues in particular.
- Winnipeg’s Active Transportation Coordinator, first appointed just two years ago, is already extraordinarily busy. This kind of transportation needs to be much better resourced.
- Winnipeg has an Active Transportation Advisory Committee that is already aware of the lack of representation of youth (and of people with special accessibility needs).
- Rural municipalities are often more inclusive of youth in their decision-making than urban municipalities. Transport Canada is developing an Active Transportation Toolkit for rural communities (led by Noxon Associates).
- There is a guideline missing. It should concern creating places close to home that are of interest to children and youth.
- There is perhaps a little too much emphasis on the role of active transportation and physical activity general on young people’s physical health and too little focus on the impacts on cognitive and social development.

- More needs to be known about how people actually travel, including young people. This means carrying out regular origin-destination surveys. (The City of Winnipeg has done a O-D study that will be released soon.)
- Try and get input from as many groups as possible when doing consultations about active transportation facilities, and design sidewalks, paths, etc. so that they serve a wide range of needs: e.g., parents with tots and strollers, young kids, youth, fast and slow bike riders, elderly, mobility impaired, and other pedestrians.
- Somewhere in the guidelines document should be mention of Complete Streets and the development of Plan Winnipeg.
- Walkway standards might borrow from those of the Grand Concourse walkway in St. John's, Newfoundland.
- Some of the problems about school transportation arise because of the way the provincial government is structured – in 'silos' rather than along bridges – which is reflected in how things are handled (or not handled) locally.
- Use wording of School Travel Planning in the guidelines text.
- Develop indicators of progress towards more child- and youth-friendly land use and transportation.
- Stress more that by providing for young people all ages benefit..
- Is the City of Winnipeg's trail on the south west side of the city, where it goes through Canada's largest urban forest, a best practice?
- Recognise the large number of stakeholders who have come together in Manitoba during the last few years to promote active transportation and sustainable planning, including AT Network, Physical Activity Coalition of Manitoba, Resource Conservation Manitoba, Prairie Pathfinders, Winnipeg Trails Association, Bike to the Future.
- The idea of having one set of guidelines for Canada is good; municipalities would be more likely to adopt them.
- The age-friendly guidelines were gifted to the United Nations. Perhaps these guidelines could be so gifted.

A word about the organization of the break-out sessions may be appropriate. The plan was to have break-out groups of 10-12 participants, as in previous workshops. More because of the configuration of available space than anything else, participants were broken out into much smaller groups of four or five. This shortened the time available for group discussion, because more time was needed for plenary discussion. On the other hand, the experience of

being in such small groups seemed positive (see the evaluation below), and the resulting quality of discussion and analysis may well have been higher.

Evaluation

An evaluation form distributed to participants at the workshop—with one follow-up by e-mail—was completed by 27 of the participants. The form is reproduced here as Appendix F. Here is an analysis of the responses.

1. Has the workshop provided a good occasion for learning about the Guidelines?

Yes 27

No 0

Other 0

Explanations given:

- Was useful to build on my reading of the Guidelines
- This is a new area for me and it will be very, very useful in my work. I especially appreciate the model for the development of Canada-wide guidelines, which I may apply to other projects I have that are driven by provincial and territorial and municipal legislation
- Organized well; good forum.
- Good to hear what's happening across Canada (and the world) and what resources are available.
- Important to understand how the guidelines work together
- Very well organized and run, and informative
- Seeing how interested and passionate the authors are is quite inspiring
- And reasons/ways to keep updated about them
- Discussing them is a great opportunity to learn

2. Has the workshop provided a good opportunity to provide comments on the Guidelines?

Yes 27

No 0

Other 0

Explanations given:

- It would be better to know how these comments would be used and how we can give the best type of comment (i.e., strategies or working changes, etc.).
- The workshop was well structured to allow for input.

- The group breakouts provided everyone an opportunity to discuss topics in a more detailed approach
- Yes, good format for discussion, although more structure going into groups would have helped.
- Very.
- Small group discussions are good for this.

3. Has the workshop provided a good opportunity to discuss issues of interest to you?

Yes 27

No 0

Other 0

Explanations given:

- By nature, the discussion of guidelines were in the context of systems. Implications on human health were an important focus
- Time devoted to questions
- More focus should be placed on the proposed 'amalgamation' of elementary schools, which increased travel to/from schools. This creates a generation/culture of commuters!
- Discussion was valuable. More discussion would be even better.
- Could be multi-day; very significant topics.
- Helped explore research/personal interests and concerns; forum for networking.
- Always interested in transport issues

4. What was the most useful part of today's meeting?

Responses given:

- Breakouts.
- Youth presentation; opportunity to discuss the guidelines with other participants; also, this process and the documentation has provided me and the Children's Health and Environment Partnership with helpful information and references.
- Knowing that people are concerned about this issue; networking
- Learning and understanding about the guidelines, the discussions, and networking with those with similar missions.
- The breakout groups. They allowed for each group to focus on a small number of guidelines and then report back. Allowed for multiple opinions, out of the box thinking.

- Guidelines; discussion; surrounding comments; opinions.
- Land planning and transit planning
- Youth presentation; what other cities are doing; group discussion
- Comments and discussion on the guidelines and implementation
- Opportunity to have input and hear what's happening in other provinces.
- Networking
- Seeing available opportunities (alternatives) to the status quo.
- Workshops and presentations
- Breakout groups
- Interpretation of the guidelines and identifying any holes or errors.
- Meeting different people from all areas of transportation.
- Hearing the kids' perspective
- Engaging discussion and collecting ideas and sharing
- Gathering a sense of what the issues are and which are most salient
- Discussions.
- The broad sense of perspectives present.
- Meeting new interest parties with different perspectives.
- The presentation by youth. Great format/method for capacity building, engagement, and research.
- Information sharing on transportation guidelines in other jurisdictions serves as a metre stick for evaluation of our won initiatives and guidelines.
- Well organized with ?? breakout groups and discussion throughout the day.
- Youth presentation; small group discussions.

5. What was the least useful part of today's meeting?

Responses given:

- Concern about how receptive Manitoba municipalities, government and the City of Winnipeg will be to this work.

- Not knowing how the whole process of guidelines creating will happen in Manitoba.
- All parts were useful. What a powerful, rich, intensive learning opportunity. This workshop was an opportunity to discuss with municipal and provincial planners, academics, NGOs from health care and environment. Youth had a purposeful role in the workshop.
- Nothing
- Presentation on development of guidelines.
- Nothing; very informative.
- None.
- Lot's of problematic oppressive language with respect to youth and ability. It'd be good to have kept the youth voice involved throughout the day or find a different time to meet to include youth. It would have been good to involve policing and justice as well, and more rural.
- Nothing
- Reviewing the guidelines, as this is something I had done ahead of time.
- No comment
- Nothing
- Finding recycle bins for food-related items
- Much of the discussion focussed on much more than the guidelines could hope to address. Discussion of working was difficult.
- Breaks too long.
- Loud catering staff! They should, while respecting the need to do their job, be asked to limit noise, or give them time to do so as loudly as they need.
- Guidelines presentation. Youth presentation was enough. The more opportunities for dialogue, networking the better.
- My greatest complaint is the limited parking available at the site.
- None.
- Larger discussions; harder to follow and contribute; better to discuss at the table.

Concluding remarks

The February 11, 2009, workshop at the University of Winnipeg provided excellent input into the process of developing Child- and Youth-Friendly Land-use and Transportation Planning Guidelines for Manitoba. Diverse participants provided a wealth of useful

comments, specific and general, that will contribute much to the development of a set of guidelines for Manitoba and to a Canada-wide set if one is developed.

The main recorded criticism of the meeting was of what many thought was an unnecessary presentation of the guidelines, either because youth had just presented them so well or because the material distributed in advance had been reviewed, or both. This criticism will guide future workshops.

Acknowledgements

The workshop on February 11 was made possible by the excellent local organization provided by Jackie Avent, Resource Conservation Manitoba. The highlight of the meeting was the superb presentation by youth. The contribution of youth who made the presentation and otherwise contributed to it is much appreciated. Erica Young of the Manito Eco-Network conducted the process and her work is much appreciated. Terry Zdan of the Centre for Sustainable Transportation arranged the excellent workshop location and for the well-received opening remarks by the Hon. Kerri Irvin-Ross.

APPENDIX A: WORKSHOP PROGRAM

(reduced in size to fit page)



The Centre for
Sustainable
Transportation

Le Centre pour
un transport
durable

Enquiries to Richard Gilbert at
mail@richardgilbert.ca



THE UNIVERSITY
OF WINNIPEG

AT THE UNIVERSITY OF WINNIPEG

AGENDA

(version of February 5, 2009)

for a workshop being held as part of the project entitled

Child and Youth Friendly Land Use and Transport Planning: Guidelines and Literature Review

Wednesday February 11, 2009, 8:30-4:15 p.m., Convocation Hall, University of Winnipeg
Beverages, etc., will be available from 8:00 a.m.

The main goal of the workshop is to discuss the current draft of the Manitoba version of the *Guidelines* document, available at <http://www.kidsonthemove.ca/files.php>.

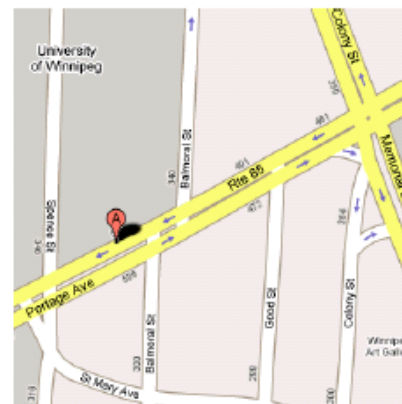
- 08:30-08:45 a.m. — Greetings from the Manitoba Government: the Hon. Kerri Irvin-Ross, Minister of Healthy Living, introduced by John Spacek, Chair of CST's Board of Directors
- 08:45-09:30 a.m. — Presentation by Manitoba youth on the *Guidelines*
- 09:30-10:00 a.m. — Presentation on the development of the Manitoba version of *Guidelines*
- 10:00-10:30 a.m. — Break
- 10:30-11:00 a.m. — Presentations on *Guidelines* development in other provinces, and discussion
- 11:00-12:00 p.m. — Detailed discussion of Guidelines 1-12 (in breakout groups), and reports
- 12:00-01:00 p.m. — Lunch
- 01:00-01:30 p.m. — Presentation on the dissemination of the Ontario *Guidelines*, and discussion
- 01:30-02:50 p.m. — Detailed discussion of Guidelines 13-21 (in breakout groups), and reports
- 02:50-03:00 p.m. — Presentation on Manitoba's Active and Safe Routes to School Program
- 03:00-03:30 p.m. — Break
- 03:30-04:15 p.m. — Plenary discussion, including discussion of the need for fewer/more/any guidelines, and for one set of Canadian guidelines

The University of Winnipeg's Convocation Hall is at 515 Portage Avenue (at 'A' in the map to the right).

There is no registration fee. Beverages, etc., and lunch will be provided for workshop participants.

Lists of the *Guidelines* will be available at the workshop. (See the URL above for the complete, 83-page first draft of the Manitoba *Guidelines* document – new version to be posted on Jan. 15.)

This project is funded by the Public Health Agency of Canada. Further information about the project and contacts are at the Web site above. The workshop is being arranged with the help of Resource Conservation Manitoba and the Manitoba Eco-Network.



APPENDIX B

Participants in the workshop

Vicki Asu
Environmental Issues Coordinator
The Lung Association, Manitoba

Jackie Avent
Active and Safe Routes to School
Program Coordinator
Resource Conservation Manitoba

Karen Beaudin
Community Resource Coordinator for
Downtown
City of Winnipeg

Jonathan Borland
Transit Information Supervisor, Services
Development Division, Winnipeg
Transit
City of Winnipeg

Lee Caldwell
Senior Urban Designer, Planning Property
& Development Department
City of Winnipeg

Chris Carter
Director of Community Services
City of Selkirk

Jeffrey Cottes
Coordinator
The FACT Coalition

Glenn Cuthbertson
Director, Traffic Engineering
Manitoba Infrastructure and
Transportation

William Danylchuk
Mayor
Rural Municipality of Taché

Cindy Desjardine
Community Traffic Engineer,
Transportation Engineering Division,
Public Works Department
City of Winnipeg

Arne Elias
Executive Director, Centre for
Sustainable Transportation
University of Winnipeg

Karin Estor
Institute of Urban Studies
University of Winnipeg

Richard Gilbert
Research Associate, Centre for
Sustainable Transportation
University of Winnipeg

Nadalene Khan Cooper
Project and Policy Analyst
Manitoba Intergovernmental Affairs

Andrea Lamboo-Miln
Management Intern, Manitoba in Motion
Manitoba Health and Healthy Living
Anne Lindsey
Partnership Committee Representative
Children's Health and Environment
Partnership

Greg MacPherson
SNA Safety Coordinator
Spence Neighbourhood Association

Beth McKechnie
Chair, Active Transportation Task Group
Physical Activity Coalition of Manitoba
(PACM)

Ted McLachlan
Landscape Architecture
University of Manitoba

Catherine O'Brien
School of Education, Health & Wellness
Cape Breton University

Paul Paquin
Curriculum consultant, Physical and
Health Education
Manitoba Education, Citizenship and
Youth

Rick Penner
Field Officer, Pupil Transportation Unit
Manitoba Education, Citizenship and
Youth

Daniel Powell
Research Associate, Institute of Urban
Studies
University of Winnipeg

Brett Rach
Youth Representative
Rural Municipality of St. Andrews

Björn Radström
Transit Planner, Services Development
Division, Winnipeg Transit
City of Winnipeg

Connie Rapko
Councillor
City of Selkirk

John Spacek
Assistant Deputy Minister
Manitoba Infrastructure and
Transportation

Mike Tutthill
Information & Access Coordinator
HEALTH in COMMON

Katie Walsh
??

Erica Young
Coordinator
Manitoba Eco-Network

Terry Zdan
Research Director, Centre for Sustainable
Transportation
University of Winnipeg

APPENDIX C

Shortened version of the report by Erica Young of the Manitoba Eco-Network on the youth consultation process

Show Us Your Moves!

To encourage as wide a range of youth as possible to reflect on their transportation habits and needs, the invitation was extended to “Show Us Your Moves” by taking and submitting pictures that show examples of anything that allows them to get where they need/want to go easily, quickly and safely or that makes their journeys difficult or unsafe. In order to provide motivation, all participants were entered in a draw for prizes, including a digital camera.

The “Show Us Your Moves!” project was promoted through the following channels:

- Emails and phone calls to high school students and teachers who have participated in past youth conferences organized by the Manitoba Eco-Network from Winnipeg, Brandon, Altona, Stonewall, Sanford, Gimli and Minnedosa
- The Facebook site of the United Way Youth Council
- Announcements in e-newsletters from the Manitoba Eco-Network, Climate Change Connection and the Manitoba Council for International Cooperation
- Emails, phone calls and meetings with staff of youth programs and resource centers (Ndinawe Youth Resource Centre, Spence Neighbourhood Association Youth Program, Boys and Girls Clubs in Winnipeg and Thompson, Enviro Techs and Resource Assistance for Youth)
- Emails to the Manitoba Chapter of the Active Living Alliance for Canadians with a Disability

Two workshops were held at inner-city youth drop-in centers with a total of 27 youth (Ndinawe Youth Resource Centre on January 8, and the Spence Neighbourhood Association Youth Program on February 4) to explore the different components of transportation systems and to explain the “Show Us Your Moves!” Project.

46 youth submitted a total of 232 photos. 7 of these youth came from outside of Winnipeg.

Two workshops were held on January 29 (with 13 participants) and February 3 (with 8 participants) to review the photos submitted, discern themes and compare these themes to those covered by the Guidelines. A group of 6 youth then met twice to prepare a presentation using the results of these workshops and delivered the presentation to the workshop on February 11. The presentation is attached.

To encourage youth to participate and to show appreciation for the time and energy they put into participating, a significant portion of the budget was devoted to these items: food

for meetings, bus tickets for coming to workshops and meetings, prizes for participation and honorariums for the presenters. A small amount was spent on disposable cameras and photo development for those without access to digital cameras.

Challenges, Opportunities and Learnings

One of the challenges was collecting specific feedback on the Guidelines as they are written using terms that are unfamiliar to many youth. Inviting youth to use photography to share their ideas on transportation was one way to partially overcome this challenge. This approach was more accessible to youth who were uninterested in reading the Guidelines in great detail but still had thoughts on how to improve transportation in their community. It allowed youth outside of Winnipeg to take part by sending in photos electronically. It also provided a more engaging way of presenting the youth feedback. This method is based on a concept called “Photovoice”. The Manual and Resource Kit developed by Photovoice Hamilton (available [here](#)) provided a helpful backgrounder.

It would have been ideal to involve a greater number and diversity of youth in this process. Barriers to this included the short time frame (7 weeks) in which the project had to be completed, the time of year (end of December holidays and January high school exam periods) and the lack of existing relationships that the Manitoba Environmental Youth Network had outside of the environmental youth community. Specific perspectives that were missing include: newcomer youth and a wider variety of youth from rural communities.

The most effective way of reaching committed youth was through teachers and youth coordinators at youth recreation or resource centres. “Champions” for the project in other organizations reminded and encouraged the youth to take photos and provided access to digital cameras that belong to their institutions. For example, the Ndinawe Youth Resource Centre has a photography program and their staff person was able to provide cameras and guidance to the youth on taking effective pictures. At Argyle Alternative High School, a supportive teacher allowed his students to use class time to work on their presentation for the February 11 workshop.

Conclusion

Engaging youth in the development of “Child- and Youth-Friendly Land-Use and Transport Planning Guidelines” for Manitoba was both a challenging and rewarding experience. The photos, stories and insights shared by the participants provided a unique perspective on the Guidelines that could not have been gained without asking youth themselves. While youth voices are often left out of such discussions, we appreciate the resources dedicated to ensuring their inclusion in this case. As the Guidelines relate directly to the experience of youth, it was most appropriate that they should be consulted.

APPENDIX D

Participants in the development of the youth presentation

The wonderful input of the following is gratefully acknowledged, as is the input of several other youth whose names were not available.

Group led by Laura Thiessen, WC Miller Collegiate, Altona, including Jordan Siemens, Andrea Fehr, Renae Friesen, Meredith Enns, Brett Klassen, and Tom Peters.

Group led by Roby Stanwick, Spence neighbourhood Association Youth Program, Winnipeg, including William, Isadore, Moses, Zack, Megan, Marissa, Jocelyn, Dana, Abby, and Chris.

Group led by Michael Champagne, Ndinawe Youth Resource Centre, Winnipeg, including Justice Nepinak, Brennen Harper, Dwayne Cook, Ginel Henderson, Aaren Prescott, George Harper, Bobby Joe Linklater, Billy Joe Linklater, Rain Machikekwanape, John Linklater, Josh Meekis, Kyle Courchene, Chad Champagne Valentim, Patrick Smoke, Brett, Storm, Maureen Lowe, Jasmine Seenie, David, Travis, and Braden.

Group led by John Dank, Argyle Alternate High School, Winnipeg, including Danielle Beauregard, Samuel Unrau, Teassa MacMartin, Kassie Kyle, and Kieran Hendrichson-Gracie.

Group led by Nancy Chippendale, Resource Assistance for Youth, Winnipeg, including Elizabeth Ward, Fraser Young, Halie Scott, and Natalie Baird,

APPENDIX E

Current wording of the 21 Guidelines in the Manitoba version of the document *Child- and Youth-Friendly Land Use and Transportation Planning Guidelines*

Putting children and youth first

1. In transport and land-use planning, the needs of children and youth should receive as much priority as the needs of people of other ages and the requirements of business.
2. Within each municipality, designate a staff member or council member, or both, as responsible for bringing the perspectives of young people to consideration of transport and land-use planning issues.
3. As may be appropriate, establish or adapt one or more forums for children and youth to ensure that their perspectives are considered by land-use and transport planners.

Providing for children and youth as pedestrians

4. Identify where children and youth want to go or need to go and, to the extent possible, provide ways of getting there by foot.
5. Assess pedestrian routes used or to be used by children and youth to ensure that they are as safe and suitable for them as possible.
6. Separate sidewalks used by children and youth from heavily trafficked roads.
7. Ensure that sidewalks are always cleared of snow and ice.

Providing for children and youth on bicycles (and other wheels)

8. For older children and youth, ensure that destinations that cannot be a walk away are no more than a bicycle ride away
9. For younger children, ensure that sidewalks are suitable for their tricycles and bicycles.

10. For destinations to be reached by bicycle, provide separate bicycle paths or trails or, if not possible, install bicycle lanes on regular roads.
11. Ensure that bicycle riders are well provided for at intersections and have sufficient priority for forward movement.
12. At destinations, provide secure, convenient bicycle parking.

Providing for children and youth as transit users

13. Ensure that every part of a transit system is safe and welcoming to young people, and affordable.
14. Avoid transfers by routing vehicles where children and youth want to and need to go; make transfers easy where necessary.
15. Examine every aspect of the system from the perspective of a parent with a child in a stroller, and make adjustments to meet such a traveller's needs.

Providing for journeys to and from school

16. Act to ensure that school policies and practices favour walking and cycling to and from school, and other modes of active transportation.
17. For younger children, help arrange walking school buses and other means of supervision.
18. Act to reduce the time children spend in school buses to a maximum of no more than 40 minutes per day.

Reducing transport's adverse impacts on children and youth

19. Where destinations cannot be reached by foot, bicycle or transit, arrange land uses so that in-car time is reduced.
20. Particularly in urban areas, post and enforce much lower speed limits.
21. Do what is possible to reduce amounts of motorized road traffic generally and reduce its impacts.

APPENDIX F

**Evaluation questionnaire
completed by workshop participants**

1. Has the workshop provided a good occasion for learning about the Guidelines?

Yes _____

No _____

Other _____

Explanation
(optional) _____

2. Has the workshop provided a good opportunity to provide comments on the Guidelines?

Yes _____

No _____

Other _____

Explanation
(optional) _____

3. Has the workshop provided a good opportunity to discuss issues of interest to you?

Yes _____

No _____

Other _____

Explanation
(optional) _____

4. What was the most useful part of today's meeting?

5. What was the least useful part of today's meeting?
