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THE UNIVERSITY OF WINNIPEG

The Way Forward 2010: Summit on Child and Youth-Friendly Planning

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Victoria, BC



Proceedings

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INTRODUCTION & OBJECTIVES

Across Canada, a movement to promote child and youth friendly cities is emerging. Some examples of efforts in this field include:

- The Centre for Sustainable Transportation has been funded by Public Health Agency of Canada and others to develop and disseminate Child and Youth Friendly Land Use and Transport Planning Guidelines for nine provinces; guidelines for Ontario were developed earlier with the support of the Trillium Foundations; further information is at www.kidsonthemove.ca;
- The Ontario Institute of Planners released a call to encourage all municipalities in the province to adopt the above-mentioned Guidelines;
- Green Communities Canada recently received a Coalitions Linking Action and Science for Prevention (CLASP) grant from Canadian Partnership Against Cancer to expand the School Travel Planning Program nationally;
- On an international scale, UNICEF has launched the Child Friendly Cities initiative.

The Capital region of BC is home to some of Canada's most leading-edge efforts in this field, including the International Institute for Child Rights and Development's YouthScape program, Lifecycles BC's YouthCore initiative, the City of Victoria Youth Council, the Child and Nature Alliance, VAST's Safe Routes to School program, to name a few. In short, the Capital region is poised to become a national leader in promoting child and youth friendly neighbourhoods and communities.

Held on April 16, 2010, from 8:30 AM to 4:30 PM at Victoria City Hall, the Summit brought together stakeholders from a diversity of sectors within the region to:

- Raise understanding of how child and youth friendly planning can enable local governments to meet multiple objectives, including health promotion and Greenhouse Gas (GHG) emission reductions;
- Gather feedback on the latest draft of the Guidelines to ensure that they are appropriate for British Columbia, including taking into account local activities and existing local tools that relate to the Guidelines;
- Provide local stakeholders with a comprehensive overview of current activities and actions that are contributing to creating a child and youth friendly Capital region;
- Facilitate the creation of strategic alliances across sectors in order to strengthen current and emerging action to promote child and youth friendly communities and;
- Generate an inventory of actions and "next steps" needed to build on existing efforts to promote child and youth friendly communities within the Capital region and become a national leader in this field.

The Summit began with a series of introductory presentations by local leaders and experts on topics related to child and youth-friendly planning. The rest of the day consisted of three *World Café* sessions comprised of panel presentations and more targeted and in depth small group discussions. The fifth draft of the *Child-and Youth-Friendly Land-Use and Transport Planning Guidelines for British Columbia* (www.kidsonthemove.ca) discussion paper provided a basic framework for all Summit activities.

We had **forty-three participants** at the workshop including representatives from Vancouver Island Health Authority, local law enforcement, citizens, local child and youth advocacy organizations, the Capital Regional District, nine of the 13 local municipalities, the BC Ministry of Healthy Living and Sport, local elected officials, etc. The complete list of participants can be found in Appendix A of these proceedings.

These proceedings are meant to facilitate follow-up on the Summit. They are designed to assist local stakeholders in identifying and implementing land use and transport-related action items to creating a more child and youth-friendly Capital region. The broad list of issues and ideas generated through the visioning session during Community Cafe' I can feed directly into future planning and community organizing processes. The 2-3 objectives per thematic category identified by the participants during Community Cafes II and III provide the region with an emerging direction around which to focus efforts.

In addition to priority objectives the small groups identified 15 "quick win" actions that various stakeholders in the region can undertake in the short-term. Some of the suggested actions were linked with existing programs, projects, and processes while others involved new policies and funding opportunities. Similar themes of cultural shifts and safety improvements run throughout the "quick win" actions.

It is hoped that the Summit participants will use the ideas and knowledge generated through the day to build partnerships and coalitions of common interest, and to leverage resources and support. Formal discussion and commitment from local governments in the region may raise the profile and focus actions. Key messages from the Summit include:

- Capital Region communities have taken some important steps towards creating child and youth-friendly neighbourhoods, but significant impact will require a 'scaling up' of these efforts.
- Cultural and attitudes shifts are needed to put children and youth at the forefront of planning decisions. A key part of that strategy is to focus on the fun and enjoyment associated with being young.
- Building child and youth friendly communities will help achieve multiple objectives i.e. reduce climate impacts, improvements in road safety, creating more accessible communities.
- Embrace the 8-80 concept; child and Youth friendly cities are in many ways communities built for older residents as well.
- Changing and modifying existing infrastructure is a major challenge to creating child and youth friendly region, but we must first stop building the auto-oriented infrastructure.

The following sections provide a more detailed summary of the Summit and its outputs.

OPENING PRESENTATIONS

Geoff Young, Chair, Capital Regional District

Geoff Young kicked off the meeting by highlighting the importance of child and youth-friendly planning to the Capital region. He used personal anecdotes to illustrate how creating communities that fit all residents has far reaching effects and applications. It promotes active lifestyles, opportunities for play and engagement, and can instil a sense of community among all residents with vibrant public spaces and accessible infrastructure for all.

In contrast, Geoff Young noted that we are still building our communities to accommodate the automobile and that there is a lot of work to change our existing communities to be more child and youth-friendly. Even greater Victoria, the bicycle capital of Canada has had little success switching people out of their cars to other forms of transportation. Originally the challenge was defined as reducing congestion but now climate change policy is driving decisions to reduce automobile use. The ambitious Provincial climate change targets present a significant challenge for the region. The region is already doing several actions including a corridor management plan for the region, a pedestrian and cycling plan, and a transportation demand management strategy. The Capital Regional District is serving as a convenor for the 13 municipalities as well as other stakeholders.

Richard Gilbert, Senior Associate, Centre for Sustainable Transportation at the University of Winnipeg

Richard Gilbert summarized the process to develop and content of the Child and Youth-Friendly Land-Use and Transportation Planning Guidelines for British Columbia. He outlined the changes that have been made in the latest versions of the Guidelines and how this tool can be used to promote child and youth-friendly communities. He then entertained specific questions from the audience who was given blank feedback forms for writing input into the Guidelines. Nine Summit participants completed the form. The latest version of the Guidelines for BC can be downloaded at: www.kidonthemove.ca

Richard Stanwick, Chief Medical Health Officer, Vancouver Island Health Authority (VIHA)

Richard Stanwick provided an in-depth overview of the relationship between health and the built environment, including the impact of land use and transport planning on physical activity, air quality, safety and others. He explained how BC's Core Public Health Programs link to child and youth-friendly objectives, using VIHA's injury prevention and air quality promotion efforts as specific examples of the local health authority's work in this field. The presentation ended with an overview of VIHA's involvement with provincial and national initiatives aiming to promote healthier land use and transport planning practices.

Jodi Mucha , Executive Director, BC Healthy Communities

Jodi Mucha presented information on the "integral approach" to community planning, the critical role of youth in creating healthier communities, and the programs offered by BC Healthy communities. Her presentation connected the dots between health, climate protection, economic development, youth

engagement, and others. It concluded with a set of slides showing the juxtaposition of where we are at as a society in terms of health and quality of life and where we can go if we engage all community members in identifying and implementing solutions.

COMMUNITY CAFÉ I: VISIONING A CHILD AND YOUTH-FRIENDLY REGION

Summary

This session began with three presentations outlining programs and actions that are already underway for creating a child and youth-friendly Capital region. All three presentations related directly to Guidelines 16-18, under the section “Providing for Journeys to and from School.” Presenters included:

- **Sue Hallat**, a Regional Planner with the Capital Regional District, who discussed the programs and planning process that the Capital Regional District is already implementing including the Pedestrian and Cycling Master Plan.
- **Omar Bhimji**, the Project Manager for Hub for Action on School Transportation Emissions (HASTE), who introduced the audience to Green Communities Canada’s School Travel Planning program, expansion of this initiative nationally over the next two years, and implications for the Capital region.
- **Shelley Brown**, a Recreation Programmer with the City of Victoria, discussed some of the school travel planning projects that have taken place in Victoria already, and showed video testimonials of students and teachers who participated in this initiative.

In the first small group discussion that followed, the participants were asked to articulate their vision of a child and youth-friendly Capital region. The participants offered a mix of outcomes and visions of what they want the region to look like in terms of being child and youth-friendly, as well as suggestions of required changes to reach the articulated goals. The responses from the groups are summarized below

Visioning Feedback: What does a child and youth friendly region look like?

Community and Stakeholder Engagement

- School Districts at every (planning) table – planning visioning
- Planning processes that are designed for and are well attended by kids/youth/family
- Focus on the fun
- Consult with Parent Advisory Committees and students when considering improvements to roads/sidewalks for safe walks to schools

Land-Use and Built Form

- Small schools are in neighbourhoods and within walking and biking distance of population
- Affordable region - a parent can choose to walk kids to school, maternity / benefits more creative in support of a more affordable vision
- Schools are located in regional centres
- Child friendly built environment

- Old style neighbourhoods
- Activity generators (parks, greenspace, rec centres etc.) are accessible by foot or on bikes
- When creating densification for "centres", address the need for greenspace for all residents

Transportation Infrastructure

- Walking trail/path separate from road
- More links between streets - program to put in trails connecting neighbourhoods
- Location of bus stops - near community
- Slow traffic in residential neighbourhoods to improve safety for all residents
- Sidewalks on all urban/rural streets
- Someone to take responsibility for bus stops and transit
- Walking route away from cars
- Lower speed limits
- Cars/pedestrians co-exist

Programs and Funding

- Provincial funding for best school travel to curriculum programs
- STAA - sustainability integrated into the curriculum
- Money for school bus or creative carpooling - walk downhill and carpool home

Culture and Attitudes

- A child and youth-friendly city is fun
- Educating people on walkable neighbourhoods - a walkable neighbourhood is a healthier neighbourhood
- Active engagement of surroundings
- Strategies for addressing the real world complexity of people's lives
- Perceptions of safety
- Marketing - how to get out and do it
- Community activation for child travel - safety, security, vigilance and police awareness
- Engaging with nature
- Adults as role models in active transportation
- Safety and security for walking to school and ECC (Sp?)
- Lots of people walking and riding to school - safety in numbers

Visioning Feedback: What needs to change?

Community and Stakeholder Engagement

- most decision-makers are not 8 or 80 – need more of 8-80: perspective on age related abilities
- Distribution across the region - diversity, better use of resources, affordable

Culture and Attitudes

- Social/culture shift - overscheduled / re-examine culture / slow movement / volunteerism is dead (= litigious) / community fabric / consequences, entitlement

- Make people feel safe - need better bus facilities - people feel good about living downtown

Visioning Feedback: How do we get there?

- Pair kids with engineers at least one day a year
- Integrate planning and design for active transportation to schools, playgrounds and other activity generators into bike/pedestrian plan
- Need different strategies for different types of families - challenges of work hours, distances to home, day care, bike, walk, transit etc.
- There is a distribution of children across the region (not just seniors in Victoria and kids in Langford)
- Affordable for families to live and thrive in region
- Affordable for a parent to stay home for a few years so kids can walk, feel safe, get to know their neighbours
- Make it normal for kids to walk to schools by themselves
- Create online communities of like minded parents to share ideas of how to do this
- Encourage parents to lobby other parents e.g. Canadian parents for French
- School Travel Planning Facilitator - part time position for pilot

Visioning Feedback: Questions

- How do you make school TDM / STP programs last and be dynamic over time?
- How to get people out of their cars? - make it easier to walk than ride
- How can more parents be around the neighbourhoods - stay at home parents? Work at home parents?

COMMUNITY CAFÉ II & III: OBJECTIVES AND ACTIONS

Summary

In these two community café sessions, the participants were first asked to provide feedback at five stations divided into five thematic areas associated with the Child and Youth Friendly Land-Use and Transport Guidelines for British Columbia and reflecting the local situation. The five thematic areas were:

1. *Getting Children and Youth Involved in Planning,*
2. *Kids Walking, Wheeling and Bussing,*
3. *Journeys to and From School,*
4. *Open Spaces, Green Spaces, and Play Area;, and*
5. *Keep Kids Safe.*

Following the station activity, Caitlin Schwarz of BC Healthy Communities gave a presentation about the City of Victoria's Youth Council and YouthCore program. Caitlin discussed the importance of involving youth in community planning process emphasizing the need to speak language that young people can easily understand and making the process accessible and appealing to all.

The participants then divided into five groups with each group designated to one of the five thematic areas. The small groups began a discussion around the issues identified in their thematic areas filling in any issues that weren't identified earlier. The participants then looked at the relationship between the issues and grouped similar ones together to show the relationships between the different issues. In the end, the groups were asked to distill objectives and actions from the set of issues identified. Each group was then asked to identify their top three objectives and actions that would produce *quick wins*. The information for each small group is presented below.

Getting Children and Youth Involved in Planning

Priority Objectives

- 1 - Child and youth not "special interest" - seen as the public. Child and youth know how to engage with planners, decision makers etc
- 2 - Choose to do less, but more mindfully. Scale it down. Small successes - not business as usual
- 3 - Culture shift - input from the whole community and respond (culture of value of input from the whole city)

Quick Wins

- 1 - Child and Youth Friendly 101 - like Provincial Health Services Authority's *Health 101* - primer
- 2 - City of Victoria OCP process - convene - improve experimental process. Community of learning - practice, share, point. Best practices pilot to build relationships e.g. OCPizza
- 3 - Town Hall becomes a centre - coordinated programming

Current Opportunities

Existing Programs

- Many local organizations have developed highly effective processes
- Arthur Orsini in Vancouver - currently working on empowering youth
- Check out the CRD document, "Engaging Youth in Community Climate Action"
- CIP has youth involvement planning guide
- HASTE

New Ideas

- Create visuals of how kids see the community - paths parks, dirt jumps, skateboard props etc.
- Gets youth to lead courses at rec. centres on social networking for mature citizens
- Policy on youth engagement in community
- Create planning curriculum course at middle and high school level
- Create CRD youth planning council
- Fraser Basin Council has TDM guide for small communities - include youth involvement

- Neighbourhoods promote play and freedom of choice
- Get kids involved in neighbourhood audits
- FTE school district liaison to coordinate classes available
- List school contacts (principals, teachers, admin) who can facilitate involvement

Current Issues

Values

- What do the children and youth want us to do with the info?
- We pay attention - taxpayers, businesses, seniors - voters
- Compensation - don't value their participation
- No transparency with information received
- Uncool to be engaged
- Power dynamic - senior vs youth
- Unrealistic timeframes for outreach - meaningful relationships
- Engaging youth needs to be continual, respectful and acted on....
- Authenticity. Tokenism

Access

- Public engagement is chronically underfunded
- Create meetings during M-F, 8-4
- Funding -> ongoing
- Boring, inaccessible
- Don't understand how the processes work
- Family friendly – childcare
- Training for dealing with youth in planning
- Language is not accessible

Culture / Social

- Empower youth with police - establish relationships so an adult is not required for credibility
- Non-direct opportunities in CRD parks and trails
- Daycare. Expensive living
- Change culture of society so that youth have solid, valuable ideas
- Parents' behaviour is often the barrier
- Language, IT, outreach
- School planning - siting, access, physical is terrible
- School planning doesn't involve kids
- School closures - erodes neighbourhoods
- Criteria for (school?) planning is different than town (?) planning
- We get our own way over and over and over again. Solutions = unintended consequences
- Dovetail "activities". What formal - ask parents e.g. kids events and planning OH
- Training - youth facilitator N. Saanich

Objectives

- *Priority* - City of Victoria OCP process - convene and improve experimental process:
Community of learning. Practice. Share. Point.
Best practices pilot - to build on relationships e.g. OCPizza
- *Priority* - town hall becomes a centre - coordinated programming
- *Priority* - Children and Youth Friendly 101 a la Health 101 Primer - Sarah Webb + Katlin + Bryan
- World town planning = schools (world town planning day - focus on schools)
- Culture and value and input from wide city
- Visibility - kids' artistic reflection everywhere
- Choose to do less but more mindfully - scale it down
- Children and Youth not special interest - they are the "public"
- Culture shift - input from whole community and respond
- Small successes - not business as usual
- Children and youth know how to engage with decision makers/planners etc
- Youth information liaison at City Halls - youth centre embedded
- Develop an understanding of what is teenager friendly
- Don't use "teenager"
- Government, civic education
- Vancouver Island Health Authority
- School District
- Municipalities
- Transit
- Police
- School Travel Planning (HASTE/Green Communities Canada)

Key People & Organizations

Kids Walking, Wheeling and Bussing

Priority Objectives

- 1 - Understand kids' needs
- 2 - Understand that kids need physical literacy - skills, values and socialization - if they are to want to be active transportation users
- 3 - Crosswalk education for drivers and walkers
- 4 - Increase funding for walking and biking infrastructure - provincial funding should be at least equal to mode share

Quick Wins

- 1 - Create a pedestrian link - just a short one, maybe just with pruning. Invite everyone to come to the opening

2 - Hold a public event where people assess accessibility in their neighbourhood (disability for a day). Invite maintenance and public works staff to build awareness

3 - Ask your recreation association to recruit youth to teach a course on social networking - relates to transit, info. Tech.

Current Opportunities

Existing Programs

New Ideas

- Safer School Travel - 18 schools have been taken through the STP model under this program
- Teach bicycle skills in P.E. - not just traffic rules, games and stunts too
- Extending bus service hours to university
- Fund sidewalks, streetscaping, and transit improvements with provincial transport funds
- Eco-Hive Project #3 (station 1)
- Education programs - pedestrian safety, bike skills & safety, how to use transit
- Safe roadways - lower speed zones, especially all around the schools and walking/biking routes
- 4 wheels bad, 2 wheels good
- Educate parents - proper/safe driving, crosswalk etiquette
- Educate parents about the safety and health benefits of more walkable, transit oriented locations

Current Issues

Needs

- Lots of sidewalks, trails, linking parks & green spaces
- Create sidewalks, crosswalks and paths on all suburban streets
- Routes that are fun and interesting
- Safe sidewalks
- More affordable family housing in walkable/bikeable neighbourhoods

Infrastructure, Funding

- Fun stuff is inaccessible - too decentralized
- Lack of bike parking at schools and commercial areas
- Sidewalk standards (1.5 m) too narrow for school zones

Information / Marketing / Education

- Not enough knowledge/education/attention to walkability - promote walkscore - partner with Real Estate BC
- Promote / educate about the health / safety benefits of walkable communities

Transit

- Money for programs in schools
- Need transit policy - parents and children should be able to get off at different stops - "bus" kid to school and continue on to work
- Universal design of transportation systems
- Engage youth in standard transportation planning activities (don't ghettoize them)
- Paradigm shift is needed

Actions, Opportunities

- Balanced mode split by all ages
- Adopt Vancouver style bikeways (calmed streets) parallel to main roads
- Minimum bicycle parking standards
- CRD maintenance and improvements to the Goose
- Pedestrian zones, neighbourhood parks
- Free transit for under 12s and more parents will wide too
- Use expertise of community e.g. instructors, athletes etc.

Key People & Organizations

Vision

- Act Now BC
- Make stuff accessible - good fun
- More efficient, connected, bikeways and sidewalk networks
- Sidewalks and bike facilities on all streets, complete transportation corridors
- Create truly multi-modal communities

Journeys to and From School

Priority Objectives

- 1 - Co-ordinated collaborative inter-sectoral strategy
- 2 - Needs to be sustainable – i.e. incl. TDM role
- 3 – Education

Quick Wins

- 1 - Find a group space here that will house an STP coordinator and carry it on past the pilot
- 2 - Communication of group success stories to help build areas of shared interests

Planning

- Routes linking services, amenities e.g. recreation centres, schools, parks and residences
- Too much priority and advantage to cars
- Transit routes

Funding and Resources

- Safer routes
- Keep promoting walking school bus with draws for prizes to recognize achievement
- Expand STP to all schools in CRD - funding partnership needed
- Lack of funding for STP coordinator
- Heavy reliance on parent volunteers (?)
- School closures
- Lack of equipment

Culture

- Add covered secure bike parking
- Cycling skills classes delivered in schools in grades 5,7 and 11
- Bike rodeos with police participation - Saanich PD, school liaisons
- Parents working
- Before and after school care - how to coordinate with better transport
- Driving hard to resist
- Community partnerships
- Communication from schools to parents - how to walk and ride
- People decide to live because of neighbourhood walkability

Policy and Regulation

- One-off events (Walk to School / Clean Air Day) not good enough
- All schools should have current 'safe routes to school' maps available
- Most PACs are not involved in creating or improving safe school routes
- Schools are not responsible for the outcome of transportation options - need community liaisons
- Cross border school access
- School transportation GHG footprint is to be part of obligated tracking and regulations
- Priority for school entrance given to close neighbourhood first
- Enforcement of speed limit
- 10 min head start for kids walking/riding
- School policy to not be car focused
- School siting to be bike and walking focused
- Is money being spent on "greenways" strategy usable for children

Open Spaces, Green Spaces, and Play Areas

Priority Objectives

- 1 - No child should cross a major road to get to a park
- 2 - Develop inclusive, comprehensive community mapping initiative to identify opportunities
- 3 - One acre of park for every resident

Quick Wins

- 1 - "Physical literacy" - basic familiarity with movement and activity
- 2 - Bring back block watch
- 3 - Bike racks to lock bikes in safe areas
- 4 - Organize regular neighbourhood night games - "every Thursday - meet me there".

Current Opportunities

Existing Programs

- OCPs - more encouragement for complete compact development - amenities and services within walking distance, eventually through redevelopment
- OCPs - include pedestrian linkages, ask for ROW in redevelopment

New Ideas

- Funscapes
- Recreation centres surrounded by walk/bike paths rather than parking lots - recreation centres are networked
- Bike parks in every neighbourhood - connected by "funways"
- Activity generators for kids in neighbourhoods
- Pedestrian charter developed
- Adventure playgrounds with facilitators
- All bike parking to be provided covered parking
- Play/adventure parks designed for creative imaginative play

Current Issues

Needs

- Playgrounds/parks in neighbourhoods - municipalities force it or developers to include it in land use proposals
- Bike parks in every neighbourhood
- Need active transportation corridors that are attractive for all users and connected inter-municipally

Objectives

- Update playground surfacing
- Parks and greenways need to accommodate active transportation (bike paths, trails)

- Good lighting on paths and trails
- Don't forget about emergency services in the plan
- Recreation centres, shops and schools are connected to off-street multi-modal pathways
- "Funway" connections to parks
- Intergenerational connectors - involved seniors in program delivery
- No child should cross a major road to get to a park
- Develop inclusive comprehensive community mapping initiative to identify opportunities (for future short cuts)
- One acre of park for every resident
- Need inventory of amount of open space, and relate it to municipal open space requirements
- Campaign to reassure parents (alleviate possible fears)
- Lack of value of play in development plans
- Regional strategy being implemented at municipal level without consideration of neighbourhood values
- Integrate GHG goals with open space amounts in order to add to value of open house
- Municipal or police liability concerns with open space
- Economic challenges of green space development at land use planning stage
- Lack of municipal/region-wide development standards including child and youth needs

Key People & Organizations

- Municipalities / local government
- Neighbourhood groups
- CRD / parkland owners

Keep Kids Safe

Priority Objectives

- 1 - Traffic and speed calming + reduce volume of traffic in terms of accidents and pollution
- 2 - Safe places to play
- 3 - Address perceived and real fears for both parents and children

Quick Wins

- 1 - Stronger speed, parking and anti-idling regulations around schools

- 2 - Surveillance, visibility and greater public involvement (safety in numbers) and links to places to play
- 3 - Leadership programs like "Natural Leaders"

Current Opportunities

Existing Programs

- Idle free signs are available for schools
- Narrower car lanes are slower (beside bike lanes)
- Safe bikeways with cyclist controlled traffic signals
- Regular use of speed reader board
- Safe routes to recreation centres

New Ideas

Current Issues

- Safety in numbers
- Perception of safety/lack of safety
- Greater participation in community
- Safety - fear based environment - media driver - education to debunk myths
- Work with the media to stop the "fear"
- More kids and people on the streets = safer streets
- Parking is too readily available to schools and activity destinations
- Setbacks on sidewalks
- Intersections that are easy for kids to cross - smaller distances and signal timing optimized for pedestrians
- Policies and education about Ipods - need awareness of surroundings
- More sidewalks
- Trails - walking - visibility of kids
- More safe crossing areas
- Bike infrastructure - lanes etc
- Designated bike routes - with lane and or lower speed limits
- Helmet by-laws
- Better lighting for walking and bike routes
- Lighting/visibility
- Road resurfacing
- Safe paths
- There are more pedestrians around schools, and fewer cars in school parking lots and on streets around schools
- Have speed zones lowered around schools
- "No drop off" zones around schools
- Speed limits are low - 30 km/hr
- Safe places to play
- Walking school bus - as a registered business? Make a paid position like bus driver - registration process

just like taking a school bus

- HASTE
- Safe places designation - emergency phone number in critical areas - like Esquimalt Lagoon

Key People & Organizations

- Neighbourhood watch
- Safety patrol / crossing guards
- Block parents
- Regional / Municipal planners and engineers
- Health practitioners
- Police
- Teachers
- Students
- Parents

Half way through the above session, the following two speakers helped to stimulate further thoughts on objectives and actions to create healthier, more child and youth-friendly communities:

Becs Hoskins, Executive Director, Child and Nature Alliance discussed how children need opportunities to experience nature and green spaces close to home. The Child and Nature Alliance is working to ensure this critical need is met for all children in Canada. The presentation showed examples of “low hanging fruit” practices and programs local governments can adopt to help meet this goal.

Matt Herman, Director, Injury Prevention & Healthy Built Environment, Ministry of Healthy Living and Sport talked about the Ministry’s involvement with BC’s movement to create healthier built environments. He also gave an overview of available tools and resources in this field, and linked the Ministry’s work to promote age0friendly communities with the policies and practices recommended in the Child and Youth-Friendly Land Use and Transport Planning Guidelines.

The Summit was adjourned at 4:30 PM. The Facilitators noted that the Summit Proceedings were going to be distributed to all participants. At that point, it will be their turn to transform the ideas generated through the day’s process into collaborative, cross-sector action. Through this Summit the Child and Youth-Friendly Land Use and Transport Planning Guidelines have been used as a tool to mobilize a mosaic of stakeholders, and bolster existing and emerging local efforts to promote child-and-youth-friendly communities. Many thanks to the Public Health Agency of Canada, the Capital Regional District, the City of Victoria, Vancouver Island Health Authority, and the Centre for Sustainable Transportation at the University of Winnipeg, for their partnership and support of this action-oriented event.

APPENDIX A: PARTICIPANTS' LIST

Name	Title	Representing
Adam Fitch	Assistant Planner	District of North Saanich
Adam Richards	Community Development Programmer	District of Saanich
Alice Miro	Advisor	Kids on the Move
Alison Verhagen	Planner	Town of Sidney
Andrea Smith	Planner	CRD
Anne Topp	Manager of Community Planning	District of Saanich
Becs Hoskins	Executive Director	Child and Nature Alliance
Bryan Melnyk	Healthy Built Environments Analyst,	Ministry of Healthy Living & Sport
Caitlin Schwarz	Coordinator	YouthCore & City of Victoria Youth Council, BC Healthy Communities
Caryl Harper	Manager, Clinical Prevention and Health Promotion	VIHA
Chloe Tunis	Planner	CRD
Cynthia Day	Councillor	City of Colwood
Deborah LeFrank		LeFrank & Associates Ltd
Dianne Seaton	School Trustee	School district # 62 (Sooke)
Dr. Geoff Young	Chair	CRD Board
Dr. Richard Stanwick	Chief Medical Health Officer	Vancouver Island Health Authority
Jason Emmert	Planner	ECOPlan International
Jodi Mucha	Executive Director	BC Healthy Communities
Jon Munn	Planner	District of Highlands
Judy Brownoff	Councillor	District of Saanich
Julie Higginson		Capital Bike Walk
Karen Laberee	Director	Gorge Tillicum Community Association
Kari Cochrane	School Liaison Officer	Victoria Police Department
Kristin Mutch	School Liaison Officer	Victoria Police Department
Kristina Bouris	Planner - Community Planning	City of Victoria
Leanna Blackwood	Assistant Planner	City of Langford
Lesley Styan	SCAN Representative	Mount View Colquitz Community Association
Lhinda Achtem	Citizen	
Matt Herman	Director	Injury Prevention & Healthy Built Environment, Ministry of Healthy Living and Sport
Megan Braeme	Councillor	Township of Esquimalt
Narissa Chadwick	Sr. Planner	Province of BC

Omar Bhimji	Project Manager	Hub for Action on School Transportation Emissions (HASTE)
Rebecca Freedman	Air Protection	Ministry of Healthy Living & Sport
Rob Wickson	President	Gorge Tillicum Community Association
Roy Thomassen	Director of Planning	Distict of Oak Bay
Sarah Webb	Climate Action Coordinator	Capital Regional District
Scott Beddall	Healthy Schools	Ministry of Education
Shelley Brown	Parks & Recreation Programer	City of Victoria
Stephanie Gabel		Province of BC
Steve Meikle	Manager of Community Services	District of Saanich
Sue Hallatt	Planner	CRD
Todd Litman		Victoria Transport Institute