



Show Us Your Moves!



Youth-friendly transport...



- is safe
- is welcoming
- is reliable
- is accessible
- is comfortable
- promotes health
- involves informed citizens

SAFETY

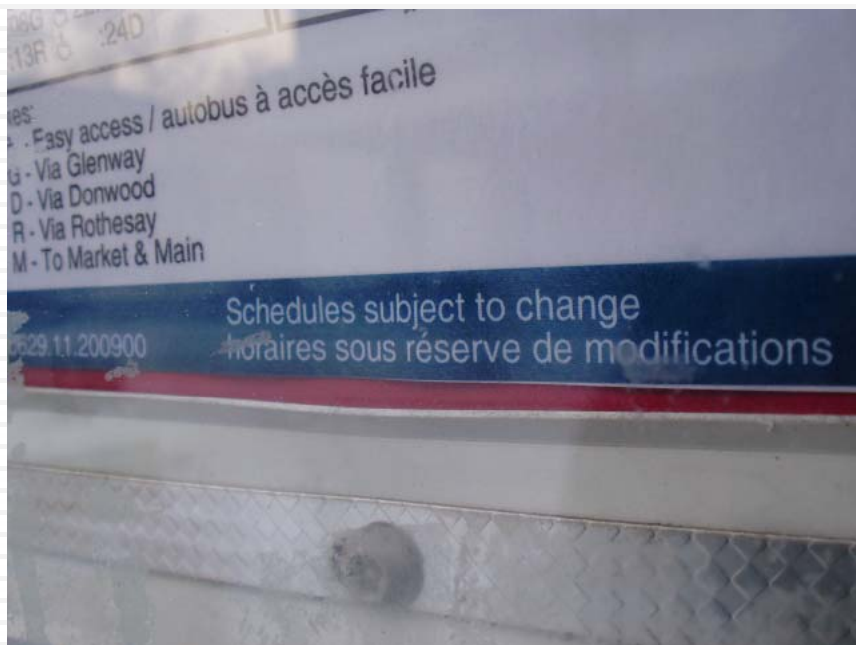


WELCOME

cleanliness & friendliness

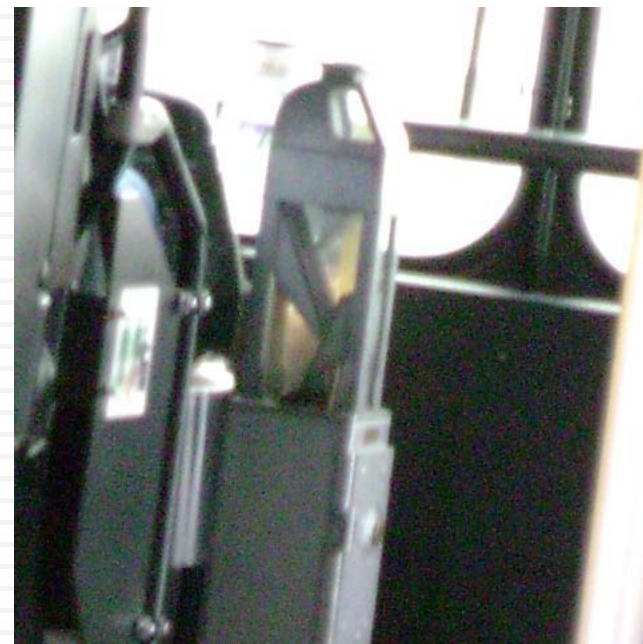


RELIABILITY



ACCESSIBILITY

financial & physical



COMFORT

in the cold and in the heat!



HEALTH

through active transport & reduced pollution



AWARENESS

access to information on transportation options
& an understanding public



GUIDELINES FOR CHILD- AND
YOUTH-FRIENDLY TRANSPORT
AND LAND-USE PLANNING IN
MANITOBA





Putting children and youth first

Yes!

Establish a youth council

Providing for children and youth as pedestrians



Guideline 4.

“Identify where children and youth want to go or need to go and, to the extent possible, provide ways of getting there on foot.”

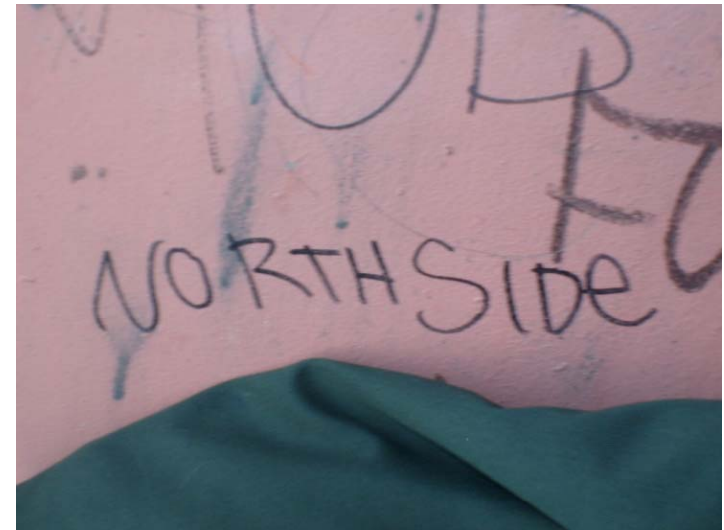
- ❑ Walking is free and healthy!
- ❑ Skywalks
- ❑ Street safety patrols
- ❑ Crosswalks
- ❑ Accessible street crossings
- ❑ Safe short cuts
- ❑ Good shoes & clothing



Guideline 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.”

- Well-lit areas
- Clean sidewalks
- Emergency buttons
- Address gang violence
- Workshops on safe routes



Guideline 6.

“Separate sidewalks used by children and youth from heavily trafficked roads, particularly where traffic moves slowly or vehicles are stationary with engines idling for long periods.”

- For health, safety, visibility and to avoid getting splashed!



Guideline 7.

“Ensure that sidewalks are always cleared of ice and snow.”

- ❑ Important for parents with strollers, youth in wheelchairs
- ❑ Frequently
- ❑ Conveniently timed



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



Guideline 8.

“For older children and youth, ensure that destinations that cannot be a walk away are no more than a bicycle ride away.”

- Gives older children & youth independence without requiring a car



Guideline 10.

“For destinations to be reached by bicycle, provide separate bicycle paths or trails or, if not possible, install bicycle lanes on regular roads.”

- Bike paths/trails must be easily accessible
- Bike paths should be separated from road
- Bike lanes should be separate from parking and bus lanes

Guideline 11.

“Ensure that bicycle riders are well provided for at intersections and have sufficient priority for forward movement. “

- **Makes cycling safer**

Guideline 12.

“At destinations, provide secure, convenient bicycle parking.”

- Places for properly locking bikes should be available at regular intervals on bike paths

Providing for children and youth as transit users



Guideline 13.

“Ensure that every part of a transit system is safe and welcoming to young people, and affordable.”

- ❑ Patrolling/supervising stops & buses – especially in high risk areas
- ❑ Free transit passes for people with reduced mobility
- ❑ Reduced rates available to youth not in school
- ❑ Clean buses and stops
- ❑ Bigger buses and/or more frequent service
- ❑ Sheltered/heated bus shelters
- ❑ Culture of respect on buses

Guideline 14.

“Avoid transfers by routing vehicles where children and youth want to and need to go; make transfers easy where necessary.”

- More “dart” services
- When buses run as important as where
 - ▣ overnight services
- More transit corridors to improve reliability

Guideline 15.

“Examine every aspect of a transit system from the perspective of a parent with a child in a stroller, and make adjustments to meet such a traveller’s needs.”

- ❑ Also important for wheelchair users
- ❑ Accessibility on/off
- ❑ Closer to housing
- ❑ More priority seating



Providing for journeys to and from school



Guideline 16.

“Act to ensure that school policies and practices favour walking and cycling to and from school and other modes of active transport, or, where appropriate and possible, regular public transport.”

- Ride 2 School Program
- Website displaying which buses service each school
- Secure bike parking available at schools

Guideline 17.

“For younger children, help arrange walking school buses and other means of supervision.”

- Alternative for cold days

Guideline 18.

“Act to reduce the time children spend in school buses to a maximum of no more than 40 minutes per day.”

- ❑ Not always practical for rural students
- ❑ More buses could help





Reducing transport's adverse impacts on children and youth

Guideline 21.

“Do what is possible to reduce amounts of motorized road traffic generally and reduce its impacts.”

- ❑ Expand public transit
- ❑ Invest in alternative transportation
- ❑ Ban driving for a day



THANKS!

