



## ***Bike to the Future***

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### **Media Release: Bike to the Future (BttF) initial response to the Province's release of the Active Transportation Advisory Committee Report**

We strongly endorse the Government's process of consultation. We are pleased that the report points in the right direction, and calls for more commitment to active transportation in policy, programs and expenditures.

The next challenge will be to progress from planning to implementation, so that cycling and walking will be a more attractive and safer alternative for Manitobans to get to work or run a local errand.

"The report offers good recommendations for long term policies and procedures" explained Charles Feaver, chair of the provincial committee of BttF, "now that the election is coming up, we are going to be talking to all the candidates about their commitment to implementing these recommendations within a reasonable deadline."

Right now, however, this government can make a difference by applying the principles outlined in this report to a number of their current transportation projects which are creating barriers to active transportation, including some big provincial transportation initiatives which are refusing to consider needs for safe Active Transportation:

- The new interchange at provincial highway 59N and the Perimeter, where no provisions have been made for the inclusion of a bicycle/pedestrian crossing over the Perimeter Highway. Without this facility, local residents, as well as cyclists and pedestrians travelling along the Northeast Pioneers Greenway toward Birds Hill Park will be forced to use the shoulders of four lane highways and negotiate multiple high speed merge lanes before to get across the Perimeter.
- The point at which the Trans Canada Trail crosses the perimeter to the West of Winnipeg; where Harte Trail ends and the Grand Trunk Rail Trail begins, there is no provision to get across the perimeter highway.
- The CentrePort initiative, which will change traffic flow in the northwest of the City, and may create barriers to active transportation in that region, rather than making it more accessible for people who live and work there.

We hope the Government will insist that the officials responsible for these projects to review the Active Transportation Advisory Group report, and report back on how their projects will support the recommendations of the study.

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