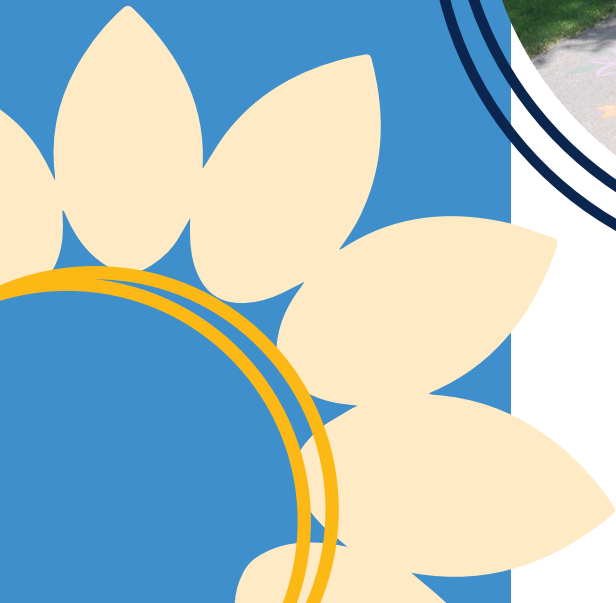


*Altona*

# Recreation and Active Transportation Master Plan

Town of Altona





**Prepared for**

Town of Altona  
111 Centre Avenue  
Altona, MB | R0G 0B0



**Prepared by**

Urban Systems Ltd.  
300-123 Bannatyne Ave  
Winnipeg, MB | R3B 0R3



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# Appendices

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- Appendix B** – Engagement Materials: Online and Promotional Materials, Round 1 and Round 2 Engagement Summaries
- Appendix C** – Advisory Committee Meetings and Terms of Reference
- Appendix D** – Active Transportation Unit Costs

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# Land Acknowledgment

The Town of Altona is located on Treaty 1 territory. This land is the traditional territory of the Anishinaabeg, Ininew, Dakota, Dene, and Anishininew Peoples, and the homeland of the Red River Métis Nations.

We respect the Treaties that were made on these territories, and we acknowledge the harms and mistakes of the past. We dedicate ourselves to move forward in partnership with Indigenous communities in a spirit of reconciliation and collaboration.

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# Acknowledgments

The consultant team of Urban Systems would like to thank the many residents of the Town of Altona who provided input into the Altona Recreation & Active Transportation Master Plan through their participation in surveys, community pop-up events, and engaging discussions. This input was invaluable to the planning process and development of the master plan. In addition, representatives of various recreation user groups came together to guide the project team throughout the development of the Master Plan. A special thank you to the Advisory Committee who dedicated many hours to this project to include a diversity of voices and perspectives included in the final Master Plan. Their dedication to providing feedback, engaging in meaningful conversations, and reporting back to the consultant team was crucial to the final recommendations presented in the Master Plan. The Advisory Committee user groups included:

- Altona Slow Pitch League
- Altona Community Action Network (ACAN)
- Altona Pickleball Group
- Access Field Volunteer Group
- Altona Minor Soccer
- Altona Curling Club
- Altona Angels Softball
- Altona Skating Club
- Altona Dog Park
- Regional Connections
- Altona and Area Family Resource Centre
- Altona Minor Hockey League
- Altona Minor Baseball
- The Bridge Skatepark
- Gardens on Tenth
- Border Land School Division
- Blue Sky Opportunities
- Kiddie Sunshine Centre
- Oakview Golf Course
- Altona Cricket

A special thank you is extended to Chief Administrative Officer Dan Gagné, Altona Recreation Manager Eric Hildebrand, Keira Thurston Town of Altona Communications Officer, Mayor Harv Schroeder and Deputy Mayor (at the time of this Master Plan) Donna Rosling-Wolters, the Town of Altona Staff, and members of Council for providing background information, attending meetings, supporting the public communications and engagement process, and offering strategic guidance throughout the process.





# Executive Summary

## Background

Altona’s previous Parks and Recreation Facilities Master Plan, developed in 1997-98, facilitated key community developments. Since then, the town has grown and its recreational needs have evolved, prompting the creation of a new Recreation and Active Transportation Master Plan. This updated plan will guide Altona’s recreation and active transportation infrastructure for the next 20 years, ensuring accessibility, inclusivity, and year-round use for residents and visitors.

## Methodology

The plan followed a four-phase approach: community engagement, research and mapping, plan development, and prioritization of recommendations with cost estimates. Extensive community involvement was critical, with input from surveys, open houses, and stakeholder groups. Research included an analysis of best practices and case studies from similar communities.

## Vision, Goals, and Guiding Principles

The plan envisions a vibrant, inclusive community with accessible recreation and transportation options. Key goals include promoting equity, sustainability, health, and financial viability. Recommendations focus on:

- Expanding active transportation networks.
- Upgrading and diversifying recreational facilities, including new multi-use parks, sports facilities, and winter programming.
- Enhancing existing assets like playgrounds, campground, and Bridge Skatepark.
- Establishing new infrastructure such as a permanent dog park and slashpad.

## Priorities and Projects

Key projects include:

- Outdoor Multi-Use Park: \$3M–\$5M (5–10 years).
- Millennium Exhibition Centre Expansion: \$8M–\$10M (10–20 years).
- Bridge Skatepark Upgrades: \$350K–\$650K (1–5 years).
- Campground Expansion: \$800K–\$2M (10–20 years).

### Active Transportation

The proposed network will expand and improve cycling, walking, and wheeling routes, identified through community feedback. Key corridors will be developed in phases, with investments ranging from \$16K to \$1.75M over the next 20 years.

## Implementation and Funding

Achieving the plan's goals will require substantial investment. The plan outlines a decision-making framework to prioritize projects and recommends seeking external funding through provincial and federal programs, partnerships, and private sector support. Flexibility in implementation is emphasized to adapt to evolving needs, with regular monitoring and updates.

This Master Plan provides a strategic roadmap for Altona's future development, ensuring it meets the community's recreational and active transportation needs over the next two decades.



# 1.0 Introduction



# 1.0 Introduction

## Project Scope

In 1997–98, Altona completed its previous Parks and Recreation Facilities Master Plan, which resulted in the expansion of greenspaces, the development of the Altona Aquatic Centre, the Millennium Exhibition Centre, and multiple kilometers of multi-use paths. In addition to this, community groups have championed initiatives such as the Bridge Skate Park, an upgraded playground in Centennial Park, Access Field – a full-sized baseball diamond, a new disc golf course, and a community garden and orchard that continues to grow and expand. Since then, Altona has experienced steady growth and transformation along with changing needs and demands. This surge in enthusiasm for new recreational opportunities and active transportation initiatives within the community has been a key factor in launching a new Recreation and Active Transportation Master Plan for Altona that will help guide the Town for the next 20 years.

Through a competitive Request for Proposals (RFP) process, Urban Systems was selected to develop an updated Master Plan. The new plan will reflect the community's diverse and evolving cultural needs, respond to the changing demands of both residents and visitors, and incorporate current trends in parks, recreation, and active transportation facilities. The Master Plan aims to provide long-term strategic guidance on the development and maintenance of parks, outdoor recreational amenities, and active transportation infrastructure and trails, ensuring Altona remains a vibrant and accessible community for years to come. More specifically, key elements of the Master Plan will include:

- A comprehensive network of parks, recreation, and active transportation and trail facilities, well-distributed throughout the town and connected to regional networks
- A community-wide active transportation network with pedestrian, cycling, and mixed-use pathways that are accessible to all ages and abilities
- Recreation program recommendations based on a service delivery framework that fits within the town's financial realities
- A 20-year vision with goals and actionable steps, including short-, medium-, and long-term projects with cost estimates

# Methodology

## Our Approach

The Recreation and Active Transportation Master Plan project was developed using a four-phase approach. The specifics of each phase are outlined below:

- **Phase 1: Project Launch and Learn** focused on successfully launching the project, collecting and reviewing background information, developing a Communications and Engagement Strategy, and establishing on-going project management and communications.
- **Phase 2: Background Research Mapping** involved understanding and assessing existing conditions of the town's parks, recreation facilities, and active transportation and trails networks. This was completed through research, GIS analysis, site visits, and feedback from community members and stakeholders. Round 1 of engagement involved the development of online promotional materials, advisory committee meetings, an online survey with an interactive map, and a community open house to gather and collect information from community members on how they currently recreate in Altona.
- **Phase 3: Plan Development Recommendations** involved developing a vision statement for recreation and active transportation in Altona, setting goals and guiding principles, and recommendations serving as the basis of the Altona Recreation and Active Transportation Master Plan. The vision, goals, and guiding principles developed in this phase provided the foundation for the strategies, recommendations, and actions for the next 20 years. Round 2 of engagement involved updated online promotional materials, advisory committee meetings, a second online survey to present the draft recommendations, and a community open house to gather and collect information from the community on the vision statement, goals and guiding principles, as well as draft recommendations.
- **Phase 4: Final Master Plan, Priorities, Cost Estimates** was dedicated to refining and finalizing the Altona Recreation and Active Transportation Master Plan recommendations and setting priorities for the next 1-5, 5-10, and 10-20 years. A class 'D' cost estimate was prepared to help guide the town as funding becomes available to implement priority projects. Presentation to Town Council and seeking endorsement for the plan was the final step in the completion of the Master Plan.

## Engagement Methods

Meaningful stakeholder and community engagement is essential to the success of the new Master Plan. A variety of engagement activities were designed to gather input from community members, including a community survey and interactive map, community pop-up events, and advisory committee meetings. Advisory committees are crucial for incorporating diverse perspectives as they bring together a range of lived experiences, ensuring that the policies and initiatives are aligned with the needs and interests of the community. Key stakeholders invited to participate in the Recreation and Active Transportation advisory committee, included:

- Altona Slow Pitch League
- Altona Community Action Network (ACAN)
- Altona Pickleball
- Access Field Volunteer Group
- Altona Minor Soccer
- Altona Curling Club
- Altona Angels Softball
- Altona Skating Club
- Altona Dog Park
- Regional Connections
- Altona Area Family Resource Centre
- HM Farms
- Altona Minor Hockey League
- Altona Minor Baseball
- The Bridge Skatepark
- Gardens on Tenth
- Border Land School Division
- Blue Sky Opportunities
- Kiddie Sunshine Centre
- Oakview Golf Course
- Altona Cricket

Multiple platforms were utilized to promote the engagement activities, including the Town of Altona's website, social media, and a dedicated project page hosted on Arc GIS StoryMaps. For additional details on the community engagement process, please see [Section "3.0 Community Engagement"](#).



## Background Research

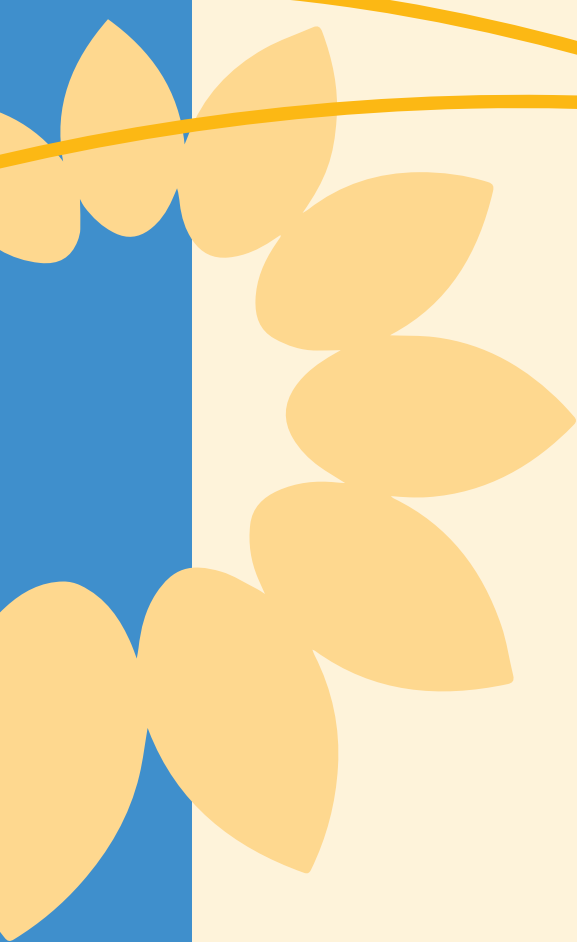
Background research was conducted to gain a comprehensive understanding of the Town’s parks, recreation facilities, and active transportation networks. This included a review of key documents such as the Town’s 1997-98 Master Plan, the Rhineland, Plum Coulee, Gretna, and Altona (RPGA) Planning District Development Plan, and various other existing plans, policies, by-laws, and programs that influence the prioritization and planning of these areas.

Additionally, case studies were gathered to identify best practices for designing parks, recreation facilities, and active transportation and trails networks. The research focused on examples from similar sized communities to Altona, while also highlighting emerging trends in recreation and active transportation planning and design.

Available GIS base data was collected for the purposes of mapping, inventory, and analysis. Utilizing the information gathered, an assessment of the Town’s existing recreation facilities and programs was conducted to help determine the additional infrastructure needs of the community.

## Goals and Vision

This Master Plan, developed in collaboration with the Town of Altona, the advisory committee, and community input, aims to create a strategic vision for enhancing parks, recreation, and active transportation and trails facilities. The main goal is to provide recommendations for the enhancement and expansion of the Town’s current recreation and active transportation facilities and programs. The vision is to create opportunities and facilities that residents and visitors of all ages, abilities, and backgrounds can easily access and comfortably use through all seasons. The following Master Plan is intended to serve as a guiding tool for how Altona will invest in recreation and active transportation over the next 20 years.





## **2.0 Background Context and Research**



# 2.0 Background Context and Research

## Background Information, Policies, and Plans

The following section provides an overview of Altona’s community profile, current and future needs as well as a review of background information, policies, and plans. The Recreation and Active Transportation Master Plan is closely linked to and informed by key planning documents that contain recreation policies, pedestrian and cycling-related policies, strategies, and goals. Many of these documents include broader aspirations for recreation and active transportation and provide specific directions on how recreation and walking and cycling facilities can become an integral part of the town’s Master Plan. The Recreation and Active Transportation Master Plan reinforces and furthers the goals and policies found in these documents.

Many municipal strategies and policies play a significant role in informing the development of the Recreation and Active Transportation Master Plan, including:

- Census Profiles from Statistics Canada
- Equal Access Altona Survey Summary
- Altona Community Action Network (ACAN) Active Transportation Survey
- Town of Altona Recreation Parks Facility Plan (1998)
- RPGA Planning District Development Plan
- Altona Zoning By-Law



## Community Profile Current and Future Needs

**Population Trends:** Altona is home to approximately 4,390 residents (2021 Census) and has experienced steady population growth, with a 4.2% increase from 2016 to 2021 and a significant increase of 27.8% over the last twenty years.

**Demographic Profile:** The population is nearly balanced in terms of gender, with a slight trend towards an aging population. Children under 15 years of age account for 18% of the population, and 23.8% are 65 years of age and older.

**Future Demographics:** Population projections indicate that Altona's population could range from 4,563 to 5,909 by 2041, depending on growth rates.

**Immigration:** Altona has a high proportion of immigrants (18.9%), with most arriving between 2011 and 2021 (62.8%). Altona is one of eleven communities that participated in the Immigration, Refugee, and Citizenship Canada (IRCC) Rural and Northern Immigration Pilot program, welcoming newcomers to the community. This program creates a path to permanent residence for skilled foreign workers and supports economic development within Altona and the Rural Municipality of Rhineland by retaining a skilled workforce. The majority of people who have immigrated to Altona in recent years have come from countries in Asia, primarily the Philippines, Syria, India, Sri Lanka, and Iraq.

**Active Commuting and Workplace Travel:** In Altona, 9.4% of residents walk to work, which is higher than the provincial average of 5.3%. Additionally, 6.2% of residents bike to work, compared to the provincial average of 1.0%. However, the highest mode of transportation to work is by car, truck, or van as a driver.

**Recreation and Parks:** Altona offers a variety of recreational spaces and outdoor areas for residents and visitors. Notable locations include the Altona Aquatic Park, Millennium Exhibition Centre, Buffalo Creek Nature Park, Access Field, Gallery in the Park, and Centennial Park. The Altona Access field – acclaimed as a “jewel in southern Manitoba”, hosts the junior Bisons as the main tenant of the field as well as Senior Bisons, Altona Minor Baseball, W.C. Miller Aces, and South Central teams.



**Future economic and tourism development influences:** The region is known for its agricultural productivity, with 325 farms in the RPGA Planning District, primarily focused on oilseed and grain farming. Altona is home to several successful businesses, including Friesens Corporation and Bunge Ltd. which contribute to the local economy through printing and canola processing. Additionally, Elmer's Manufacturing, which build and distribute farming equipment, also contribute to the region's economy. These businesses brings several benefits to the local economy including job creation, skill development, and economic diversification. Tourism also plays a vital role in Altona's economy. The town is known as the "Sunflower Capital of Canada" and hosts an annual Sunflower Festival. Altona is home to the world's largest painting on an easel of Vincent Van Gogh's "Sunflowers" and features additional attractions such as Buffalo Creek Nature Park, the Altona Aquatic Centre, Centennial Park, and Gallery in the Park. Overall, Altona's robust industrial presence and vibrant tourism industry create a dynamic local economy that continues to attract both businesses and tourists alike.

Altona has experienced significant population growth, with a 27.8% increase over the past two decades. Children under 15 years of age and adults 65 years of age and older account for the highest percentage of the population. This means that almost half of the residents in Altona are either too young to drive or are part of an aging population – both groups that utilize walking and cycling on a regular basis. The town's demographic profile is diverse, with 15.6% identifying as visible minorities, primarily Filipino, and 2.7% as Indigenous, primarily Métis. Additionally, 18.9% of the population are people who immigrated to Altona, most of whom arrived after 2011. This growth highlights the need for accessible and secure pathways for walking and biking, which are essential for youth, the aging population, people with disabilities, and those without access to motor vehicles. The strong immigrant population suggests the need for additional recreational facilities and changing leisure needs, promoting inclusivity and equal access to recreation and active transportation in Altona. As Altona continues to grow, it is crucial to evaluate the longevity of recreational facilities to ensure they meet the demands of the increasing and diverse population.

## Equal Access Altona Survey

In 2019, Equal Access distributed a survey seeking input from residents on the physical, technological, architectural, and attitudinal barriers to access in Altona. Approximately 69% reported facing physical barriers, such as narrow doorways and hallways, or difficult doorknobs to turn for those with limited mobility or strength. Nearly 19% indicated encountering technological barriers, while 32% experienced architectural barriers, and 33% faced attitudinal barriers. The majority of respondents identified physical barriers as the most challenging, emphasizing the need to address these issues first to improve accessibility. Additionally, 67% of respondents agreed that Altona should invest in making public spaces more accessible for people of all ages and abilities.

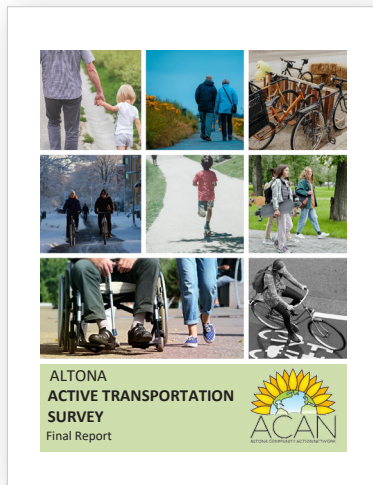
### Taken from the Equal Access Altona Survey:

***“Actively seek out and listen to people with various disabilities, and those who support them, to hear and understand their perspectives on accessibility in the community. It is easy to take accessibility for granted when places are accessible to you personally.”***

- Anonymous Survey Participant

The findings from this survey have played a crucial role in shaping the guiding principles, goals, and recommendations for Altona’s Recreation and Active Transportation Master Plan. The survey highlighted significant barriers to access faced by residents, particularly physical barriers. These insights are essential for ensuring that the new Master Plan fosters an inclusive, accessible community for people of all ages and abilities.

## Community Action Network (ACAN) Active Transportation Survey



In 2023, the Altona Community Action Network partnered with Green Action Centre to host an event focused on Active transportation in Altona. Feedback was collected through a survey, conversations, and an interactive mapping activity. The survey received 97 responses with over 250 specific comments.

Feedback was themed into five main categories:

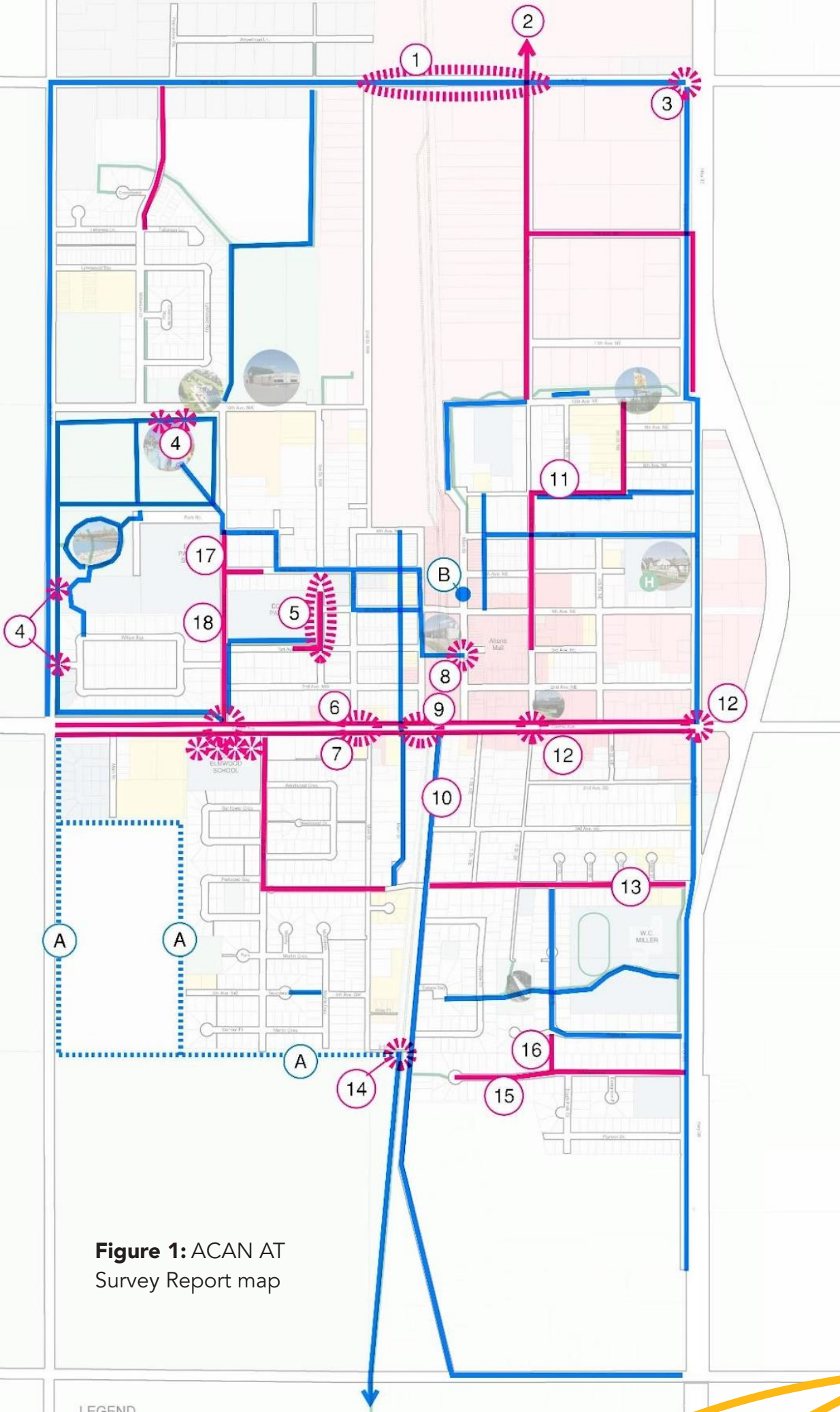
1. Infrastructure
2. Safety for all road users
3. Connectivity and a complete network
4. Growing a culture of active transportation
5. Championing active transportation leadership

The mapping exercise identified 18 main themes, with the most common responses touching on:

- Crossing and traversing Centre Ave
- Dealing with congestion at and between schools
- Negative interactions with vehicles

Areas of concern were identified on the map shown in [Figure 1](#) with pink indicating points of concern or places of improvement and blue indicating frequently used active transportation routes and areas where respondents most enjoy riding or walking.

The 2023 feedback from this survey played a critical role in shaping Altona's Recreation and Active Transportation Master Plan recommendations. The insights gathered from the survey, conversations, and interactive mapping exercise provide a detailed understanding of the community's active transportation needs and priorities. This input helped to inform key aspects of the Master Plan, ensuring it addresses the identified and specific concerns and aspirations of Altona's residents.



**Figure 1:** ACAN AT Survey Report map

## **Altona's Parks and Recreation Master Plan (1998-2005)**

Altona's Parks and Recreation Master Plan (1998-2005) led to significant developments in the town's recreational facilities. Key achievements included the expansion of greenspaces, the construction of the Altona Aquatic Centre, the Millennium Exhibition Centre, and the development of multiple kilometers of multi-use paths. These improvements were driven by the town's steady growth and the evolving needs of its residents. The plan identified an outdoor pool, indoor pool, and multi-plex as its top three priorities as well as recommendations for operating and maintenance costs for new and existing facilities, joint-use agreements, cost-sharing opportunities, and reserve funds to ensure the longevity of recreation facilities in Altona. A complete list of the Parks and Recreation Master Plan Recommendations can be found in [Appendix A](#).

## **Rhineland, Plum Coulee, Gretna Altona (RPGA) Planning District Development Plan**

RPGA's Development Plan ensures the community's vision and priorities are properly aligned with regulations when making land use decisions. These principles help to inform recommendations made as part of this Recreation and Active Transportation Master Plan. Several policies in the Development Plan relate to recreation and active transportation, including:

### **Recreation, Education, and Health**

#### **Section 4.3.17**

"Provide a broad range of recreational opportunities to residents of the region."

#### **Section 4.3.18**

"Locate parks, recreation and open spaces close to where people live and connect them to the entire community with streets and trails."

#### **Section 4.3.19**

"Co-locate major recreation facilities with school sites or health / wellness sites as much as possible."

## **Transportation**

### **Section 4.3.28**

“Ensure there are trail systems that encourage active transportation.”

### **Section 4.3.29**

“Maintain and enhance the Gretna to Altona portion of the Trans-Canada Trail to encourage alternative commuter transportation options.”

### **Section 4.3.30**

“Encourage all new development to incorporate transportation options or alternatives to automobiles.”

### **Section 4.3.32**

“Connect all community nodes with each other and the downtown with an active transportation system, where possible”

## **Downtown Area Policies**

### **Section 4.7.3**

“Support the construction and design of development that encourages active transportation, like walking and bicycling, and manages traffic movements with a high degree of connectivity to the surrounding area.”

### **Section 4.7.8**

“Encourage accessibility to and within the Downtown areas by using streets, sidewalks, pathways, and greenspaces as an interconnected network to integrate the downtown and connect it with surrounding community nodes.”

## **Recreation and Institution Area Policies**

### **Section 4.9.1**

“Locate and integrate major recreational and institutional uses close to Neighbourhood areas within the community as much as possible.”

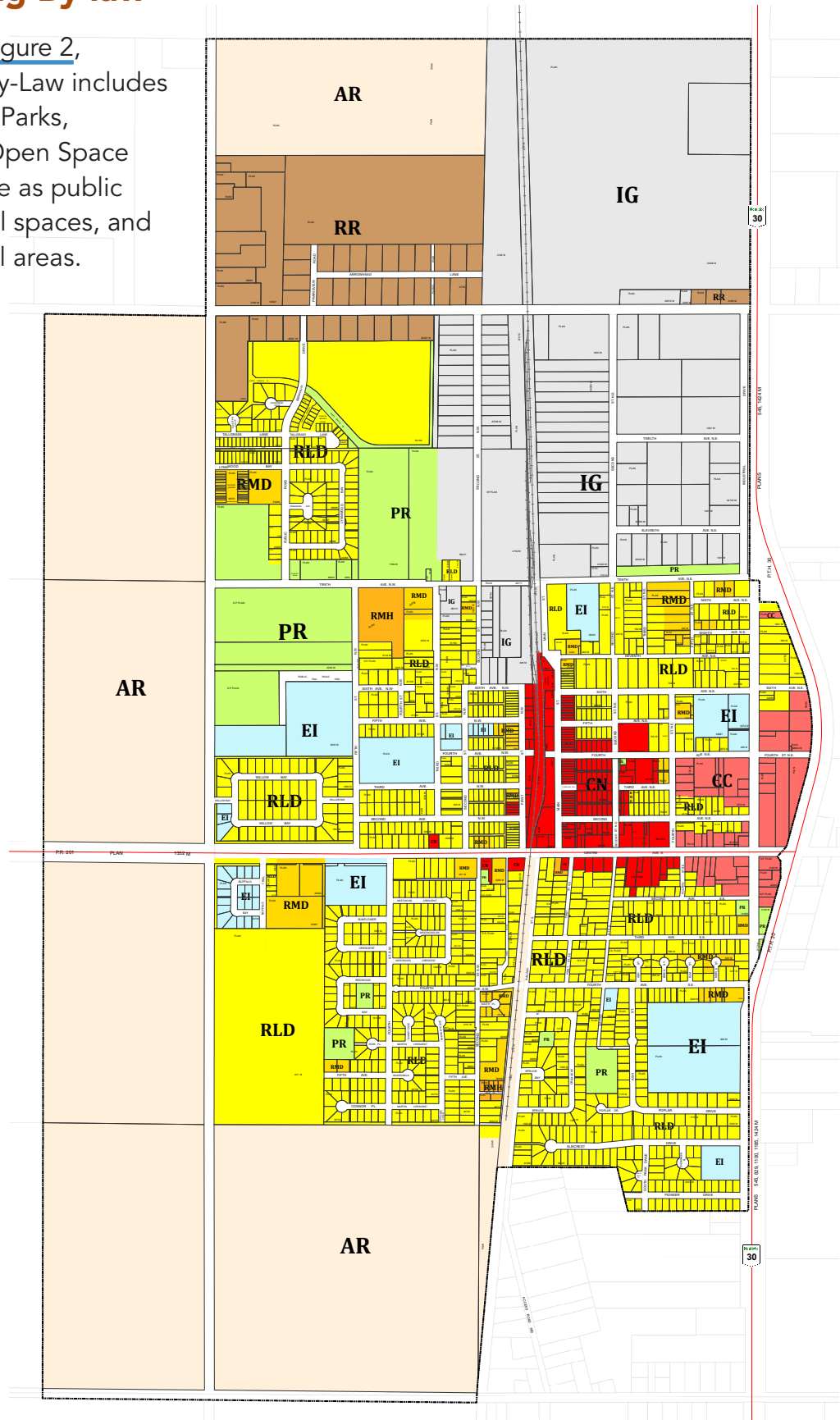
### **Section 4.9.2**

“Encourage accessibility to and within Recreation and Institution areas by using streets, sidewalks, pathways, and greenspaces as an interconnected network to integrate these public spaces and connect them with the surrounding community.”

## Altona Zoning By-law

As illustrated in [Figure 2](#), Altona's Zoning By-Law includes land set aside for Parks, Recreation, and Open Space designated for use as public parks, recreational spaces, and untouched natural areas.

**Figure 2:** Altona Zoning By-law Land Use Map



Lands designated as Residential Low Density (depicted in yellow in the southwest quadrant of town) and Agricultural Restricted (shown in tan, primarily on the west side of town) offer potential for future expansion of recreation and active transportation facilities in Altona. When considering the rezoning of these areas, factors such as land ownership, existing infrastructure (or the absence thereof), roadway access, and on-site drainage, among others, should be carefully evaluated.

## **Committees, Policies, and Strategies**

The Town of Altona has established a variety of community committees to address specific strategic goals and initiatives. These committees and various town projects are organized under five guiding themes:

- Community Development
- Economic Development
- Environmental Sustainability
- Public Health and Safety
- Regional Collaboration

As part of the community development initiative, a sub-committee is currently dedicated to enhancing greenspaces and trails within the community. Main areas of focus include recreation and culture, economic development, transportation infrastructure, and organizational strength. There is also a Climate Change Local Action Plan focused on creating a greenhouse gas emissions inventory and forecast, setting an emissions reduction target, developing and implementing a local action plan, and monitoring and reporting results. Truth and Reconciliation is another significant initiative for the town of Altona, supported by a sub-committee committed to learning and progressing on the path to truth and reconciliation, in alignment with the Truth and Reconciliation Commission of Canada Calls to Action.

The various community committees and strategic initiatives established by the Town of Altona play a vital role in shaping the Recreation and Active Transportation Master Plan. These committees, organized under key guiding themes, align closely with the goals of the Master Plan, ensuring that it supports the town's broader objectives for community development, sustainability, public health, and cultural progress.



## Best Practice Review: Case Studies

With the onset of Covid-19 in 2020, the pandemic resulted in many people spending more time in parks and outdoor spaces – places that allowed for social distancing while providing recreation and connection. Many municipalities and communities saw its residents starting to explore their own “backyard” rather than travelling outside of Manitoba for recreation and leisure opportunities. Places throughout Manitoba saw an influx of visitors discovering “hidden gems” and as such, communities were investing in these open spaces. In Altona, Centennial Park and the Altona Aquatic Centre saw a rise in visitors discovering places to explore outside of their communities. Trends in recreation and active transportation began to emerge with the increase in activities such as pickleball, cricket, and the increased number of pop-up dog parks. Self-guided walking activities and informal community gatherings in parks and open spaces also saw an increase in activity post-pandemic. Communities are adapting to these changing needs in recreation, and the ways people choose to recreate in their communities, which is evident in the design of new spaces or repurposing of existing spaces.

Similarly with active transportation modes and facilities, an increase in the way people travel within their communities changed post pandemic. An increase in walking, biking, and commuting increased the demand for local active transportation facilities and trails.

The following case study reviews identify best practices for designing parks, recreation, and active transportation facilities that promote a variety of activities for all ages and abilities year-round. The research focuses primarily on parks, recreation, and active transportation facilities in smaller communities comparable in size and scale to the Town of Altona.

## Niverville Community Resource Recreation Centre (CRRC)

**Location:** Niverville, Manitoba

**Funding Source:** Federal Provincial Governments

**Population:** 5,947 (2021)

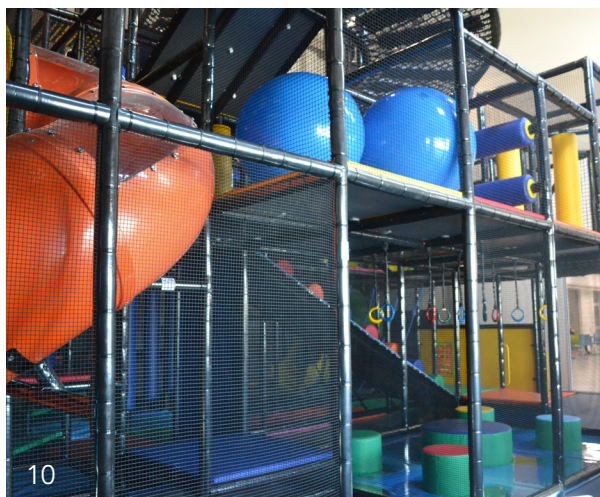
**Year:** Completed in 2021

**Investment:** \$19.5 million

The Niverville Community Resource Recreation Centre serves as a community hub for the town's recreational needs and leisure activities. The 100,000 sq. ft. centre includes:

- Arena and 700 seat spectator area for hockey, ringette, and skating
- Dressing rooms with showers
- Fieldhouse includes volleyball, basketball, pickleball, badminton, dodgeball, soccer, gymnastics, wrestling, batting cages, etc.
- Running track
- Multi-storey playground
- Community Kitchen
- Canteen / food service
- Multi-use rooms for drama, theatre, and meeting spaces
- Daycare space
- Niverville Cultural Centre featuring interpretive exhibits about the town's history

The Niverville Community Resource and Recreation Centre incorporates green building practices and sustainability through design. The building allows for efficient use of energy from geothermal and high-efficiency ventilation systems. The facility amenities and features were selected to fill gaps that were identified in the community and wider region. Competition with local businesses was also a key factor in considering which amenities would be included in the new facility. For example, a fitness centre was not included in the new build so as not to compete with existing Niverville services and businesses.



10  
*Niverville Community Recreation and Resource Centre Indoor Playground*



11  
*Historic Illustrations by Michael Custode*

# Springfield Community Recreation Centre

**Location:**

Springfield, Manitoba

**Population:**

15,342 (2021)

**Investment:**

Estimated \$19 million in 2020

**Funding Source:**

Provincial Government

**Year:** Ongoing,

partial funding received in 2023



RM of Springfield Community Recreation Centre Site Concept

Community values and hands-on public engagement influenced the design process and development of the Rural Municipality of Springfield’s Community Recreation Centre. This 76,000 sq. ft. indoor multi-use facility will include the following amenities:

- Hardcourt gymnasium
- Indoor turf facility
- Dressing rooms
- 360 indoor walking and running track
- Community kitchen
- 100-person multi-purpose room
- Commercial kitchen
- Concourse with Café
- Main lobby and fireplace area
- Indoor playground
- Administration offices

The adjoining 15-acre outdoor space will include:

- Splashpad
- Skatepark
- Basketball court
- Playground
- Walking paths and retaining ponds
- Picnic shelter
- Toboggan hill

In addition, the Centre will include parking for 350 vehicles with a nearby greenspace to provide overflow parking for 200 additional vehicles.

# Brandon Outdoor Field Sports Complex (Maple Leaf Foods Sports Complex)

**Location:** Brandon, Manitoba

**Population:** 51,313 (2021)

**Investment:** \$11.5 million

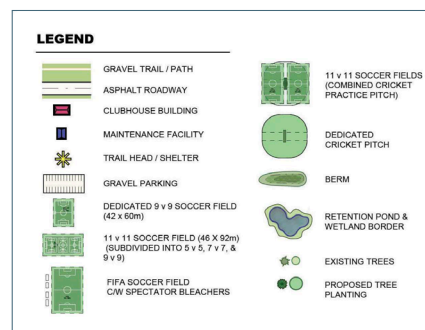
**Funding Source:** Federal Provincial Governments, City of Brandon, Partnerships Sponsorships

**Year:** Spring 2025

Construction on the Brandon Outdoor Field Sports Complex broke ground in January 2023 with an expected opening date of Spring 2025. The outdoor facility will include the following amenities:

- FIFA sized soccer field with lighting and bleachers
- Up to 8 full size 11 vs. 11 soccer fields
- Dedicated 9 vs. 9 soccer field
- Cricket pitch
- Ultimate frisbee field
- Disc golf
- Playground
- Pickleball and tennis courts
- Field house to include washrooms, change rooms, concession, and a multi-purpose space
- Maintenance facility

The site development incorporates green infrastructure such as flood protection and diking to withstand a one-in-300-year flood event, and a stormwater retention pond. In addition, the outdoor space incorporates 3.6 km of recreation trails and an extensive parking lot development to meet the facilities anticipated demand. The facilities were developed from comprehensive community engagement and stakeholder input to assess the growing needs and trends of the City of Brandon.



*Brandon Outdoor Field Sports Complex Site Concept, 2017*

# Town of Neepawa - Active Transportation Plan

**Location:** Neepawa, Manitoba

**Population:** 5,685 (2021)

**Investment:** \$50,000 (plan preparation)  
~\$500k annually for implementation

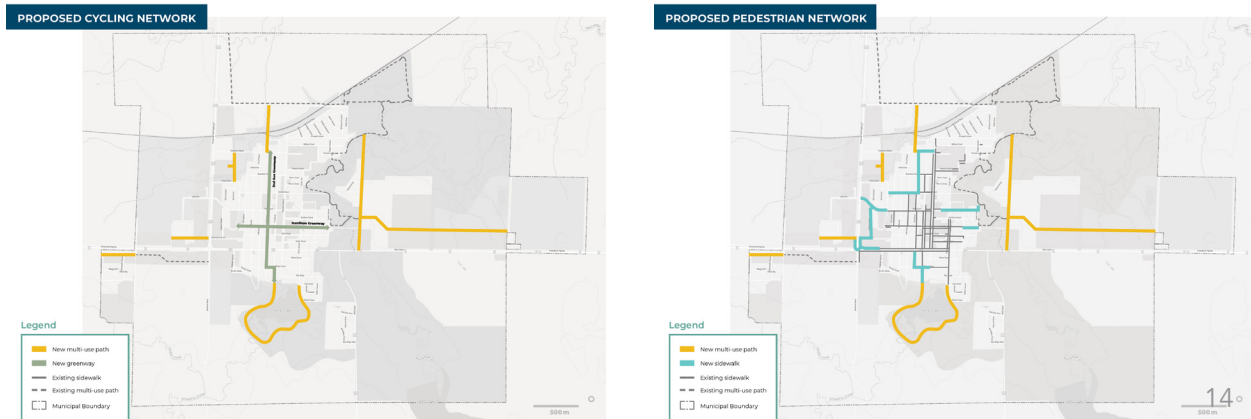
**Funding Source:** National Active Transportation Fund (NATF) for Plan development

**Year:** 2022-23

The Town of Neepawa developed its first ever Active Transportation Plan (ATP) in 2022. As part of the development of the active transportation network for the town, an expanded and improved cycling network, as well as an expanded pedestrian network, were proposed.

Proposed pedestrian facilities included sidewalks as well as multi-use paths – pathways design for a minimum of 3m wide for use by both pedestrians and cyclists. The network was designed to ensure safer connections to the town’s schools, major employment centres, as well as the community’s parks and recreation facilities located in the River Valley as well as in Park Lake on the south side of town.

The town has encountered some complexities in developing facilities along corridors managed by Manitoba Transportation and Infrastructure (MTI). For proposed future expansions of Altona’s cycling network, it is recommended to prioritize aligning with MTI design practices to increase the chances of success and approvals of new facilities.



*Neepawa Proposed Cycling & Pedestrian Network, 2023*

## City of Dauphin - Active Transportation Strategy

**Location:** Dauphin, Manitoba

**Population:** 8,034 (2021)

**Investment:** \$58,700 (plan preparation)  
~\$250k annually for implementation

**Funding Source:** Green Municipal  
Fund – Federation of Canadian  
Municipalities (FCM)

**Year:** 2020-21

In 2019, the City of Dauphin undertook the development of a comprehensive Active Transportation Strategy. Existing community plans and policies were reviewed, as well as consultation with key community stakeholders and engagement with the public to inform the final Active Transportation Strategy. The strategy recommended new cycling and pedestrian facilities in several areas and multi-use pathways, traffic calmed greenways, and protected bike lanes. As of 2024, the City has built or designed new facilities for 3 corridors, with plans to build more in the coming years to fully build out the cycling network.

New pedestrian facilities were also under construction in 2024, as part of highway improvements, with Whitmore Ave E slated for design in 2025.

The City of Dauphin's experience with the Mountain Road protected bike lane illustrates the importance of careful planning and community engagement in infrastructure projects. Initially, the city installed bike lanes in 2019 by replicating a design from Winnipeg without seeking public input or adhering to design standards, which led to public dissatisfaction and under use due to safety concerns. In response, the City plans to redesign the facility in 2024 with professional guidance to ensure safety and compliance with current standards. The city adopted a five-year Active Transportation (AT) Strategy in 2021, outlining an implementation plan for investment in pedestrian and cycling infrastructure, with an annual budget of \$250,000. This implementation plan included time frames, methods of implementation, responsibilities, and how the recommended actions supported the goals of the overall strategy. A monitoring strategy was also included that identified specific measures of success, indicator measures, and sources for this data. The final five-year strategy was adopted by council in early 2021 and provides a guiding document for future investment in pedestrian and cycling facilities in the City.







# **3.0 Community Engagement**





## 3.0 Community Engagement

Several opportunities for community engagement and stakeholder participation were available, allowing residents to be involved in the planning process and provide input. Community engagement was conducted in two phases: Round 1 and Round 2. Engagement activities were promoted across multiple platforms, including social media (Facebook and Instagram), and a project page was set up using ArcGIS StoryMaps and linked to the Town of Altona’s website. This platform provided community members with project information, updates, and timelines as well as opportunities for public participation and feedback. It also hosted online surveys and an interactive map. Pop-up events were hosted in the community on June 19, 2024, and September 18, 2024 for community members to engage with each other and ask questions directly to the project team.

As part of the project, an advisory committee was established, comprising representatives from diverse user groups, which met regularly throughout the planning process to review content, engage in meaningful conversations, and report back to their respective user groups. Valuable feedback was provided to the project team and helped to inform the final recommendations of this Master Plan.

## What We Heard Round 1

Round 1 engagement focused on understanding how and where community members participate in recreation and actively travelling to, what prevents them from participating in recreation and active transportation, and how the Town can improve recreation and active transportation opportunities - either through new facilities, upgrades, or expansion of existing facilities. The following are key takeaways from Round 1 engagement. A detailed summary of Round 1 Engagement can be found in [Appendix B](#).

### Online Survey

An online survey and interactive map were available from June 6 to 28, 2024, receiving 310 survey responses and 210 comments.

### Recreation Activities and Participation

The survey aimed to understand how Altona residents currently participate in active transportation and recreation. Key insights included:

- **Modes of Transportation:** The most common modes of transportation noted were driving and walking. Driving was most frequently used for tasks such as picking up groceries, running errands, and commuting to work. Walking and biking were most often chosen for accessing parks, trails, and playgrounds, as well as meeting friends at their homes or local venues.
- **Participation in Recreation:** Participants shared that they enjoy taking part in a variety of recreational activities, typically as a household (e.g., with family) to support physical health and well-being.
- **Facilities and Outdoor Spaces:** The survey identified facilities and outdoor spaces that residents visit most often. These included Centennial Park (mostly for the playground), active transportation pathways and trails, Millennium Exhibition Centre (mostly for the arena and Rhineland Pioneer Centre), Buffalo Creek Nature Park, and the Altona Aquatic Centre.

- Regularly Participated Activities:** Residents engage in a variety of indoor and outdoor activities on a regular basis. Common activities include walking or running, recreational team sports (e.g., hockey, baseball / softball, curling, and soccer), swimming, and cycling. Additional activities listed include the disc golf course at Centennial Park, the Dog Park, and golf.
- Importance of Recreation:** Participants were asked to rate the importance of recreation activities to the overall community, their household's quality of life, and the potential for attracting visitors and new residents. Using a scale of 0 to 5 (where 5 signifies very satisfied), respondents rated the importance of recreation to all of the above at a 4.08 or higher. Recreation was considered very important for the community and region, with an average rating of 4.38 out of 5.
- Barriers to Participation:** The survey highlighted barriers that prevent community members from participating in recreation activities in Altona. Common barriers included better or more appealing opportunities outside of Altona (or the facility does not currently exist in Altona), inconvenient times, poor or inadequate recreation spaces, physical limitations, lack of non-competitive activity options, and the need for additional facilities such as soccer fields and pickleball courts.
- Satisfaction Level:** The survey measured the community's satisfaction with Altona's current recreation facilities and opportunities. Using a scale of 0 to 5 (where 5 signifies very satisfied), respondents provided the following average ratings for various facilities:

<b>4.21</b> Access to parks and playgrounds (287 responses)	<b>3.86</b> Access to ice arena facilities (279 responses)
<b>4.15</b> Access to walking trails (288 responses)	<b>3.83</b> Availability of organized sport programming (277 responses)
<b>3.93</b> Access to aquatics facilities (280 responses)	<b>3.55</b> Access to sport fields and ball diamonds (281 responses)
<b>3.92</b> Access to community recreation centres (287 responses)	<b>3.44</b> Availability of arts and cultural programming (280 responses)
<b>3.90</b> Access to biking / active transportation trails (286 responses)	



## **Community Comments and Feedback**

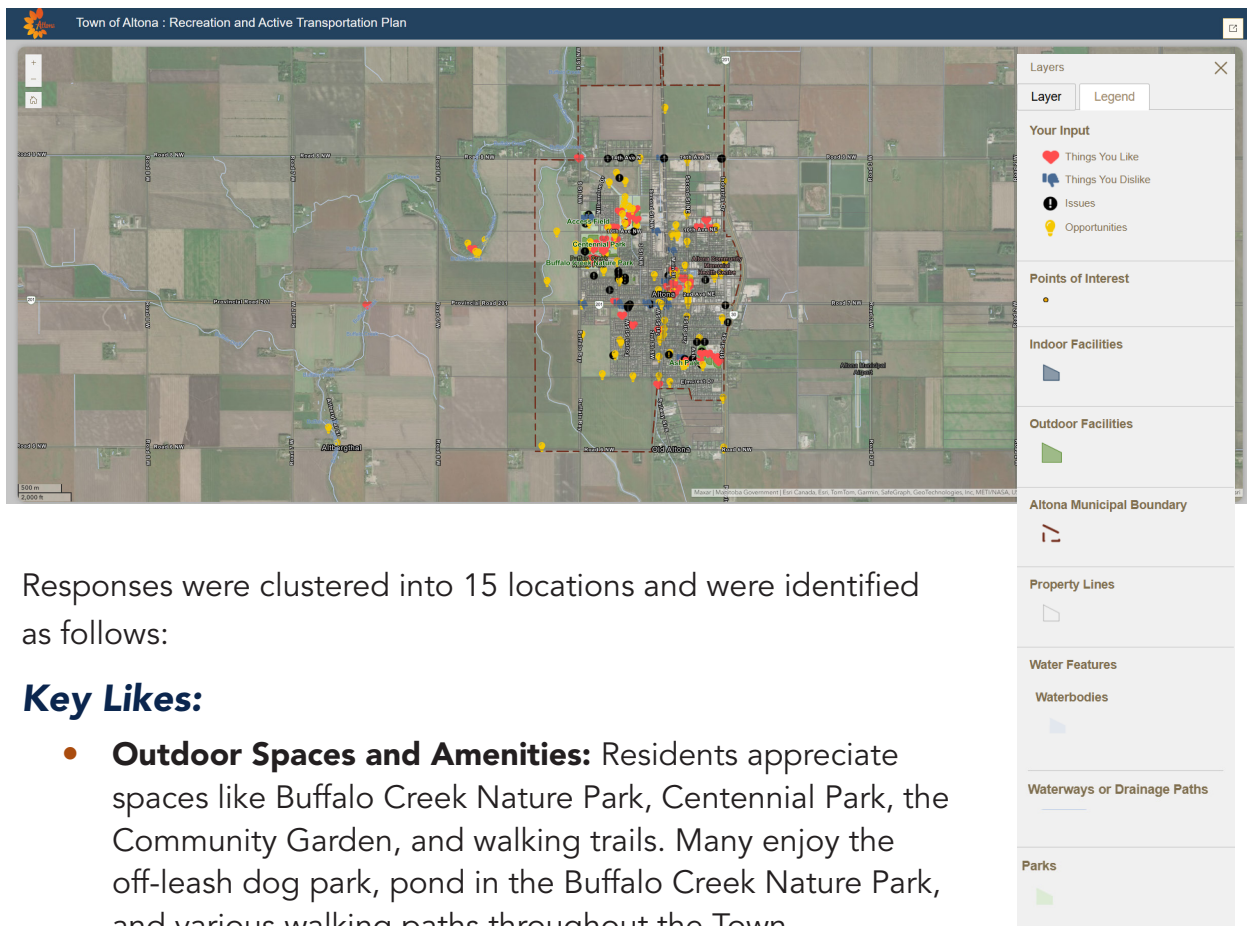
Participants emphasized the need for additional facilities, including soccer fields, softball diamonds, and sport courts for activities like pickleball and badminton. There was a call for better walking and biking paths, more winter activities, and expanded recreation programs. On average, 69% of respondents participate in recreational activities weekly, with most spending 4-6 hours per week on average. Participants noted what they liked best about the Town's recreation facilities are its outdoor recreation spaces (e.g., Buffalo Creek Nature Park, Aquatic Centre, Centennial Park, and the Community Garden) as well as the unprogrammed spaces like walking and hiking trails. Proximity of recreation spaces and activities (not having to leave Altona) was also highly ranked in the survey with 54% of respondents travelling outside of Altona to access facilities not currently offered in Altona. These included indoor swimming, indoor and outdoor soccer facilities, splashpads, and mountain biking trails. Overall, 50% of respondents indicated that the Town of Altona meets the recreational needs of its residents.

Lastly, participants were asked to prioritize future recreation opportunities by selecting all that apply. Developing new recreation facilities was selected the most at 60%, while the second selected (49%) was existing facilities should be improved. Suggested new facilities included soccer fields, baseball / softball diamonds, and an indoor multi-sport complex for pickleball and swimming. Regarding existing recreation spaces, participants emphasize the need for safe, accessible active transportation routes and trails, upgrades to Ash Park (including a new playground and splashpad), better maintenance to current facilities, and more efficient use of existing facilities.

## Interactive Map

The interactive map was available from June 6 to 28, 2024 and received 210 comments. This exercise provided valuable insight into where community members currently engage in recreational activities and active transportation, as well as identifying areas of concern within the community. The interactive map received over 150 pins with geolocated comments identifying existing recreation and active transportation likes, dislikes, issues, and opportunities in Altona.

**Figure 3:** Town of Altona Interactive Map



Responses were clustered into 15 locations and were identified as follows:

### Key Likes:

- **Outdoor Spaces and Amenities:** Residents appreciate spaces like Buffalo Creek Nature Park, Centennial Park, the Community Garden, and walking trails. Many enjoy the off-leash dog park, pond in the Buffalo Creek Nature Park, and various walking paths throughout the Town.
- **Recreational Facilities:** Well-maintained facilities, like the baseball diamond, soccer fields, and the Millennium Exhibition Centre, are valued.
- **Community Events and Programming:** Activities such as movies in the park and local art classes are popular, with a desire for more programming at the Gallery in the Park and the farmer's market.

## Key Dislikes / Issues / Areas of Concern:

- **Safety Concerns:** Several areas are considered unsafe for active transportation users, including 14th Ave NW, Centre Ave, and intersections near schools. Issues like narrow roads, uneven sidewalks and trip hazards, high vehicle speeds, and inadequate pedestrian / cyclist infrastructure were raised.
- **Maintenance and Access:** Residents identified a need for improved maintenance at some parks and facilities, particularly at Ash Park for upgrades to the playground, basketball court, and toboggan slide. It was also noted that Access Field currently serves a limited group of users, and these facilities should be expanded to include more groups. Unclear access to certain parks like the pocket park off Spruce Crescent was also mentioned.
- **Traffic Issues:** High traffic volumes on roads like Centre Ave and the closure of 10th Ave NE create barriers for pedestrians and cyclists, with congestion during school hours and baseball season being particularly problematic.

## Key Opportunities:

- **Active Transportation Infrastructure:** There is a strong desire for expanded active transportation routes, such as a sidewalk loop along 14th Ave NW, better connections between residential areas and commercial zones, and dedicated lanes along Main Street and Centre Ave.
- **New Facilities and Development:** Proposals included new sports fields (soccer, softball, cricket) and indoor recreational spaces for soccer, pickleball, and swimming. Other suggestions included incorporating cross-country ski trails and enhancing existing parks with features like splashpads and better trail connectivity of walking paths.
- **Natural Areas:** Expanding recreational opportunities in natural spaces, such as Buffalo Creek Park, with potential for kayaking, snowboarding, and increased biodiversity in the pond. There's also interest in creating spaces for events, such as pop-up festivals for music performances and summer outdoor plazas.
- **Park and Trail Network Expansion:** Suggestions included linking Centennial Park to the Trans Canada Trail and Buffalo Creek Nature Park as well as developing a more integrated trail network within the town, including the possibility of creating a connector trail along the railway.

These feedback points highlight both a need for more infrastructure and programming, as well as a desire to enhance safety and inclusivity in community spaces.



## Pop-up Event #1

The project team hosted a pop-up event on June 19, 2024, at the Rhineland Pioneer Centre to introduce the project and seek community input. Attendees were able to share input about recreating and actively travelling in Altona through a variety of interactive boards. It also provided an opportunity for attendees to connect directly with the project team and ask questions. Approximately 60 community members participated in the pop-up event. Engagement boards have been included in [Appendix B](#).

**Activities Currently Participated in:** The most commonly participated activities include recreational team sports (29 votes), walking / running (16 votes), cycling (14 votes), and swimming (13 votes). Other popular activities include leisure and learning (9 votes), skating (8 votes), cross-country skiing (6 votes), and arts and culture (5 votes), with additional participation in camping, tennis, snowmobiling, disc golf, pickleball, picnicking, and dog walking.

**Barriers to Participation:** These included limited access to high quality outdoor spaces like baseball and soccer fields, a lack of variety of indoor facilities for indoor winter activities like swimming, pickleball, walking, soccer, and baseball practice. Also noted as a barrier to participation were few options to participate in outdoor winter activities such as cross-country skiing and snowshoeing. Lastly, it was noted that a lack of active transportation infrastructure prevented residents from biking to school and walking more, with safety concerns at the forefront.



**Desired Facilities and Programs:** The community expressed a need for indoor facilities such as multi-sport spaces, a swimming pool, volleyball and pickleball courts, and improved female dressing rooms for hockey. Outdoor sports facilities like soccer and softball fields, tennis courts, basketball courts, and dedicated spaces for various leagues were also requested. Additionally, there is a desire for nature play areas, playground upgrades, splashpads, a permanent dog park, and better trail connections for active transportation, including safer routes to schools and links to the Trans Canada Trail. The community also highlighted the need for seasonal camping sites, a cricket pitch, and more accessible sports options for newcomers.

**Areas for Improvement:** Communities members highlighted existing facilities that could use improvement and areas that would benefit from new recreation facilities, including better active transportation infrastructure, trail connections and the preservation of greenspaces.

## Advisory Committee

On June 19, 2024, members of the project team met with key community stakeholders who formed the advisory committee for the Recreation and Active Transportation Plan. Attendees represented various recreation groups, community organizations, and businesses in Altona. Summary meeting notes are included in [Appendix B](#).





## What We Heard: Round 2

Round 2 of engagement focused on sharing the draft Recreation and Active Transportation Master Plan and gathering community feedback on the Vision Statement, Guiding Principles, and Recommendations for recreation improvements and proposed active transportation and trails network. As with Round 1, engagement activities were promoted across multiple platforms to ensure broad participation. Materials from Round 2 of engagement can be found in [Appendix B](#).

### Online Survey

An online survey was open from September 9 to 29, 2024 and received 49 responses. While this is fewer than the first survey, this drop in participation could be attributed to several factors. Typically, follow-up surveys tend to experience lower engagement as initial interest may wane, and respondents from the first survey might feel they have already provided their input. Additionally, the second survey may have had a more targeted audience, resulting in a smaller pool of respondents. Other possible reasons include survey fatigue, busy life schedules, or a reduced sense of urgency to participate after the first round of feedback.

### Master Plan Vision Statement and Goals

This section was focused on gathering feedback and community support for the Master Plan Vision Statement and Guiding Principles. The majority of respondents were in support of the Vision Statement and Guiding Principles (70% and 76% respectively), which are presented in [Section 5](#) of this Master Plan. Suggestions included simplifying the Vision Statement and to include wording that prioritizes opportunities for an aging population.

### Master Plan Recommendations and Priorities

Based on feedback from Round 1 of Engagement and technical analysis, recommendations for recreation and active transportation improvements were developed. This included a total of 12 recommendations which are presented in [Section 5](#) of this Master Plan.

Recommendations that were most important to respondents included:

- Addressing gaps in the active transportation and trails network to improve safety and accessibility
- Creating a new indoor multi-use facility to incorporate a variety of recreation activities and sports
- Fair access to recreation facilities for everyone
- Winter recreation and active transportation facilities, opportunities, and programming
- Additional leisure programming with a focus on arts and culture activities as alternatives to team sports
- Create a new outdoor multi-use facility that incorporates a variety of recreation activities and sports

Other priorities that were noted by respondents included prioritizing facilities that prioritize the needs of an aging population, an indoor pool, and a focus beyond hockey and baseball, promoting other sports. Additionally, it was recommended that there be a strong emphasis on fiscal responsibility and using existing spaces more efficiently.

Participants shared their priorities for improvements in Altona, with several common themes emerging. The most frequent suggestion was for a new indoor multi-plex facility that would include spaces for senior's activities, an indoor pool, soccer, pickleball, year-round baseball and softball, a kid's play area, and alternatives to team sports. Other common requests included upgrading existing spaces like Ash Park, school fields, and the campground, as well as adding new soccer fields, softball diamonds, a splashpad, and a permanent dog park. There was also a call to improve access to facilities and provide year-round outdoor options.

### **Active Transportation and Trail Network**

A plan for a new active transportation and trail network was created based on feedback received from Round 1 of engagement and technical analysis. Respondents were asked to provide their feedback on the proposed network. Most of the respondents (50%) said they were in support of the proposed network. Feedback emphasized the need to improve safety and accessibility around schools and create safe routes for students. There was also a call to upgrade existing facilities and add benches along trails and popular routes. Respondents listed the following as priorities of the active transportation and trail network:

- Safe routes to and around schools
- Prioritize improvements to the south part of town first
- A connection should be made between Elmwood and West Park Schools



## Pop-up Event #2

The project team hosted a pop-up event on September 18, 2024, at the Rhineland Pioneer Centre, which was attended by approximately 60 community members. Attendees were able to share input on the draft Master Plan including recommendations for recreation improvements and the proposed active transportation and trail network through a variety of interactive boards. Engagement boards have been included in [Appendix B](#).

Results from Round 1 of Engagement were summarized for participant's information and discussion. The Vision Statement and Guiding Principles were presented for participant's feedback and comment. The majority of responses were in support of the Vision Statement and Guiding Principles with no responses for "neutral", "somewhat do not support", or "do not support".

### **Master Plan Recommendations and Priorities**

Recommendations were presented for feedback and comment.

Top comments included:

- Volunteerism may not be a sustainable solution for addressing recreation and active transportation needs in Altona
- Community members were in favour of a dedicated dog park with shade, accessible walking trails, and a water source for dogs
- Develop trails to include play spaces for children, interpretive signage, and green infrastructure to mitigate drainage throughout town
- Renovate existing facilities (or repurpose existing buildings that are underutilized)
- Ensure an operations and maintenance budget is included for new facilities
- Deepen the existing agreement with Border Land School Division for access to washrooms, indoor facilities, and upgrades to outdoor facilities such as softball diamonds and soccer fields
- Outdoor recreation facilities should be prioritized as "quick wins" to implement within the Town's financial realities

Participants were asked to place up to 5 dot stickers next to recommendations for improving existing facilities and proposing new facilities that were most important to them. The top priority is to create a new indoor multi-use facility offering a variety of recreation activities and sports, followed by creating new outdoor multi-use facilities. Ensuring fair access to recreation facilities for everyone is also highly important. There's a focus on identifying gaps in the active transportation and trails network to improve safety and accessibility as well as providing winter recreation and active transportation options, year-round. Additionally, it was identified that there is a need for more leisure programming, particularly focused on arts and culture activities. Other priorities include creating a permanent, accessible dog park, expanding the existing campground with more campsites and amenities, and upgrading or constructing new playgrounds and splashpads. Exploring additional funding opportunities and land use rezoning for agricultural lands is also considered, though less urgent. Lastly, expanding the Bridge Skatepark with a shelter and windbreak plantings was listed as a lower priority.

### **Active Transportation and Trail Network**

Participants were asked to provide their thoughts on the proposed active transportation and trail network. The majority of respondents were in support of the proposed network with no responses for "neutral", "somewhat do not support", or "do not support".

#### **Top comments on the proposed network included**

- Explore opportunities in the southwest quadrant of the town
- Reduce residential speeds to 40 km / hr or 30 km / hr to improve safety around school zones
- Address safety concerns along Centre Ave – specifically around the Co-op gas station through traffic calming design (i.e., crosswalks, raised tabletop crossings, curb bump outs, etc.)
- Address accessibility concerns of existing sidewalks and street crossings
- Ensure the trail network provides connectivity to all parts of Altona

### **Advisory Committee**

The project team met with the advisory committee two times after Round 1 of engagement. One meeting was to share what we heard from community members in Round 1 and the second was to share the draft Plan and gather feedback before engaging with the broader community. Attendees represented the various recreation groups, community organizations and businesses in Altona. Meeting notes are included in [Appendix B](#).





## **4.0 Site Inventory, Analysis, and Assessment**





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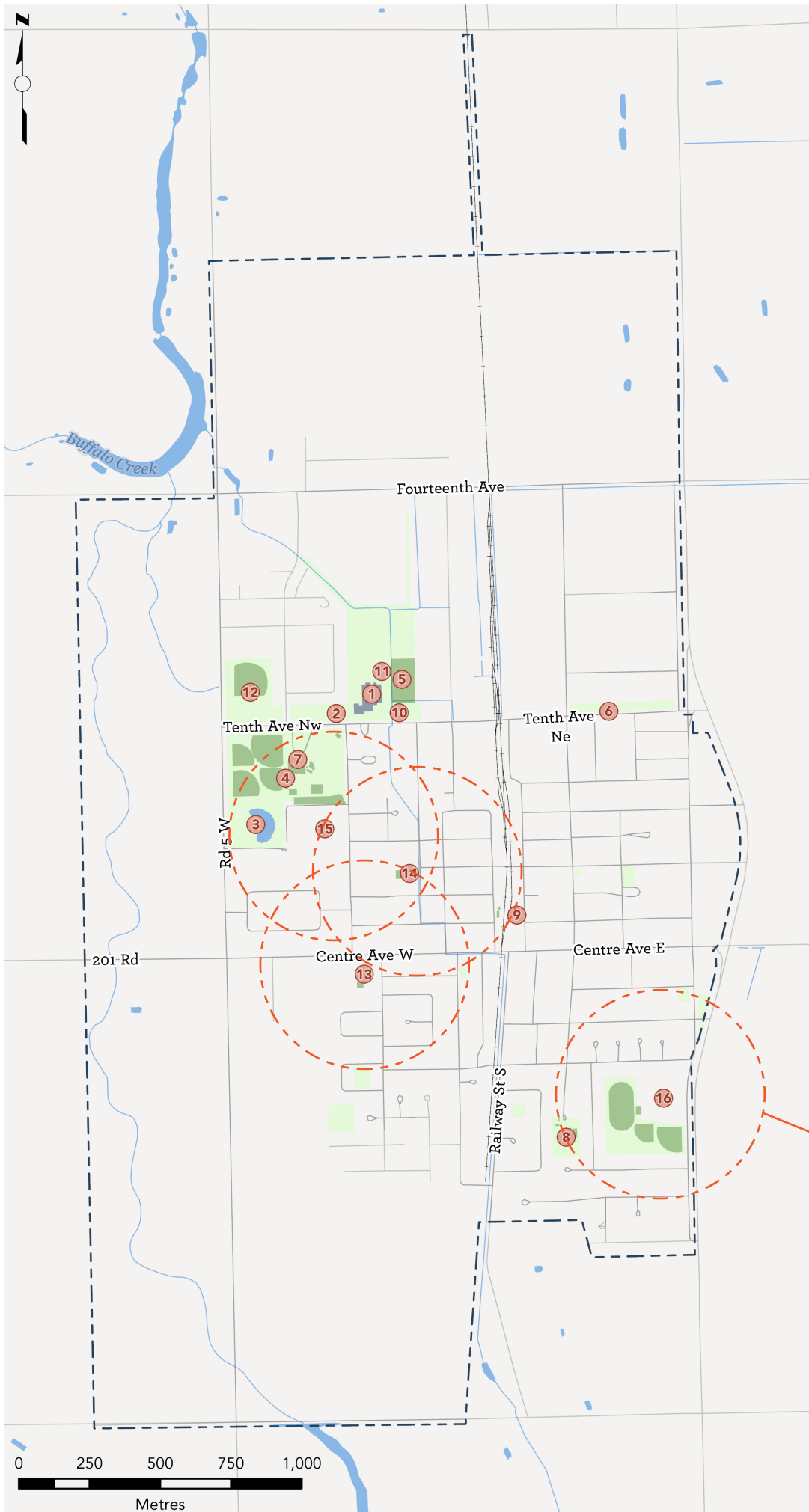
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# 4.0 Site Inventory, Analysis, and Assessment

## Existing Recreation and Active Transportation Facilities Assessment

To understand and assess the existing conditions of the town's parks, recreation, and active transportation facilities the project team conducted site visits and collected data and information from various sources. In addition, the project team engaged the community and Altona municipal staff to receive feedback during the site inventory, analysis, and assessment phase. This included the collection of Geographic Information Systems (GIS) base data information, existing spatial data, relevant statistics, and inventories of existing parks, trails, recreation facilities, and active transportation infrastructure. The Town of Altona recreation facilities include several indoor and outdoor spaces, walking and bike trails, and a variety of community programming offerings. Amenities and facility conditions were clarified and added to the list based on advisory committee and the Town of Altona Staff input. The following maps identify the Town's parks, recreation, and active transportation facilities.

Walk-shed overlays shown on [Map 1](#) and [Map 2](#) provide a visual representation of the area a pedestrian can walk to within 5 minutes. Safe travel to and from schools was identified in Round 1 Engagement as a major concern by community members and advisory committee members. As such, the walk-sheds are centrally located on Altona's schools to identify areas of consideration for future active transportation and walking networks as well as considering adjacent amenities such as parks and open spaces that students and staff may travel to during the school year.



**Legend**

Altona Municipal Boundary

**Transportation Network**

Roads

Railway

**Facilities**

Indoor

Outdoor

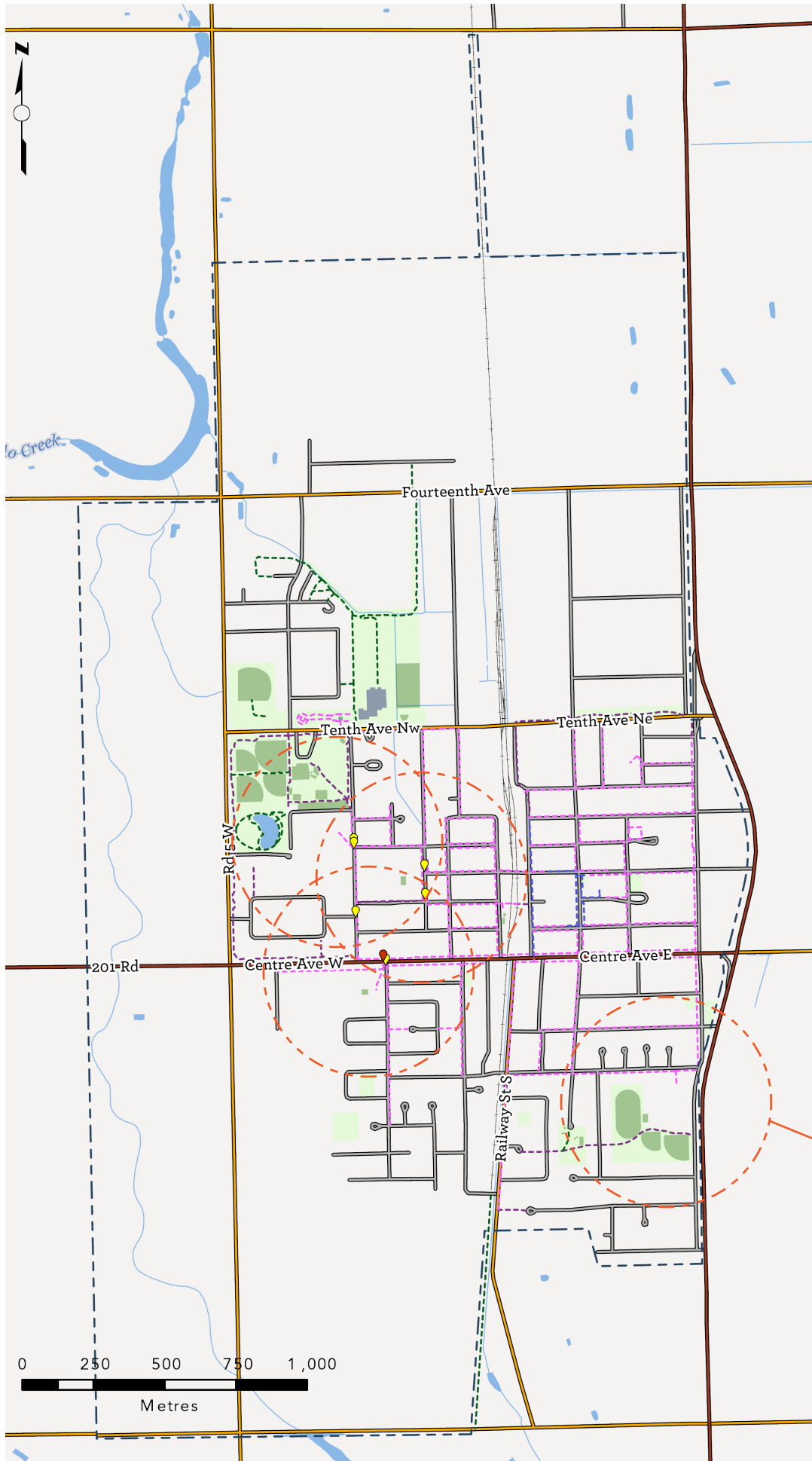
Parks

**Points of Interest**

- 1** Millennium Exhibition Centre
- 2** Gallery in the Park
- 3** Buffalo Creek Nature Park
- 4** Centennial Park
- 5** Altona Community Gardens w/ washrooms & picnic shelter
- 6** Memory Garden
- 7** Altona Aquatic Centre
- 8** Ash Park
- 9** Farmer's Market
- 10** The Bridge Skatepark
- 11** Pop-Up Dog Park
- 12** Access Field
- 13** École Elmwood School
- 14** École West Park School
- 15** École Parkside Junior High School
- 16** W.C. Miller Collegiate

5 Minute Walk Shed (400m radius)

**Map 1:** Existing Recreation Facilities, Parks, and Greenspaces



**Legend**

Altona Municipal Boundary

**Intersections**

- Crosswalk
- Signaled Crosswalk

**Transportation Network**

- Highway
- Collector
- Local Street, Ramp
- Railway

**Trails, Sidewalks, Pathways by Surface Type**

- Asphalt
- Brick
- Concrete
- Granular

**Facilities**

- Indoor
- Outdoor
- Parks

5 Minute Walk Shed  
(400m radius)

**Map 2:** Existing Active Transportation and Trails Infrastructure

The following pages provide an overview of the Town of Altona's 17 recreation and active transportation facilities. The inventory numbers correspond to the facilities as shown on [Map 1](#) and [Map 2](#).

## 1. Millennium Exhibition Centre (MEC)

**Land Ownership:** Town of Altona      **Facility Type:** Indoor Athletic Facility      **Operations and Maintenance:** Town of Altona

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### Amenities:

- NHL regulation-size ice rink with seating for over 700
- Running / walking track
- Baseball / softball training tunnel
- Sport court facility
- Curling with 4-sheet rink with both ice level and second level viewing as well as lounge
- Meeting facilities including rooms, concession areas, kitchen facilities, and banquet seating for more than 400
- Community centre area includes large open area, indoor playland, mini-hockey rink, floor curling, and shuffleboard
- Administration offices



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### **Gaps and Weaknesses:**

- Not enough dressing rooms
- Lacks desired amenities such as indoor soccer, additional baseball training facilities, volleyball courts, toddler play areas, dance room with mirrors, etc.
- Lacks social programming that would be an alternative to team sports



### **Strengths and Opportunities:**

- Hub of the community
- Indoor curling rink could be used in the summer months (i.e. pickleball)
- Opportunities for facility expansion to address amenities that are lacking as well as offer leisure programming or alternatives to team sports (i.e. arts and cultural programming spaces)
- “vacant” land north of MEC – potential for multiple outdoor uses or expansion of the current indoor facility



### **Recommendations:**

- Utilize indoor curling rink in summer months for pickleball
- Include additional leisure programming with a focus on arts and culture
- Develop land north of MEC for outdoor sports fields (i.e. soccer, cricket, baseball) or make the dog park permanent here



## 2. Gallery in the Park

**Land Ownership:**  
Town of Altona

**Facility Type:**  
Park

**Operations and Maintenance:** Town of Altona

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### Amenities:

- Outdoor sculpture garden
- Pond and walking paths
- 2,000 sq. ft. Indoor gallery space



### Gaps and Weaknesses:

- Desire for additional programming (i.e. arts and culture)



### Strengths and Opportunities:

- Mentioned as "one of the best features in town"
- Opportunity to add more arts and culture programming and additional events like concerts in the park



### Recommendations:

- Offer additional arts and culture programming, events, and concerts in the park

### 3. Buffalo Creek Nature Park

**Land Ownership:**  
Town of Altona

**Facility Type:**  
Park

**Operations and Maintenance:** Town of Altona

**Amenities:**

- Nature pond and interpretive signage
- Accessible walking trails
- Skating
- Toboggan hill
- Shelter / field house
- Floating dock
- Birding / wildlife / nature viewing / native plantings



**Gaps and Weaknesses:**

- Lack of trail connectivity to park and surrounding amenities (i.e. Centennial Park, daycare, school, etc.)



**Strengths and Opportunities:**

- Opportunity to use existing hill for downhill ski or snowboarding workshops
- Well enjoyed by community members and visitors to the adjacent campground and Centennial Park
- Increase biodiversity in the pond
- Close to École Parkside Junior High School and Border Land School Division Daycare for learning and recreation opportunities



**Recommendations:**

- Utilize hill for downhill skiing and snowboarding
- Increase biodiversity in the pond to provide additional opportunities for education and interpretation for nearby schools

## 4. Centennial Park

**Land Ownership:**  
Town of Altona

**Facility Type:**  
Park

**Operations and Maintenance:** Town of Altona

---

### Amenities:

- Baseball diamonds
- Altona Aquatic Centre
- Picnic shelters
- Walking & biking paths
- Playground
- Batting cages
- Beach volleyball court
- Tennis Courts
- Disc golf
- Campsites (30)
- Maintenance shed and firewood
- Sewer dump
- Showers & bathrooms
- Stage





### **Gaps and Weaknesses:**

- Not enough campsites
- Lack of seasonal camping opportunities
- Limited number of washrooms
- Lack of connectivity to existing active transportation facilities



### **Strengths and Opportunities:**

- Campground expansion
- Large areas for outdoor skating rinks
- Highly utilized park that offers a variety of amenities
- Well maintained park and amenities
- Variety of events held in the park
- Expand washroom facilities (or add more in a different location)
- Improve active transportation and trail connectivity to surrounding amenities and uses
- Space to add soccer pitches, cricket pitches, cross-country ski and snowshoeing trails, etc.



### **Recommendations:**

- Expand campground (space is currently limited)
- Expand (or add) washrooms
- Improve active transportation and trail connectivity to park
- Add cross-country ski and snowshoeing trails
- Add soccer pitches, cricket pitches

## 5. Community Garden

**Land Ownership:**  
Town of Altona

**Facility Type:**  
Park / Other

**Operations and Maintenance:** Altona  
Community Action Network

### Amenities:

- Pavilion / covered picnic shelter with seating
- Accessible washrooms
- Accessible raised garden planters
- Accessible pathways
- Garden plots for rent
- Water & electricity
- Children's play area & sandbox
- Composting
- Butterfly & pollinator gardens



### Gaps and Weaknesses:

- None of note



### Strengths and Opportunities:

- Place of fellowship and community gathering
- Altona Community Action Network (ACAN) has built this garden from the ground up with support from the generosity of local businesses in the community



**Recommendations:** None

## 6. Memory Garden

**Land Ownership:**  
Town of Altona

**Facility Type:**  
Park

**Operations and Maintenance:** Town of Altona

### Amenities:

- Gardens and walking paths
- Trees, shrubs, and perennials planted in memory of loved ones
- Benches for purchase in memory of loved ones
- World's largest painting on an easel – Van Gogh's 'Sunflowers'



### Gaps and Weaknesses:

- Lack of connectivity to existing active transportation facility
- Not a pedestrian focused street



### Strengths and Opportunities:

- Van Gogh painting a great attraction
- Opportunity for expansion to the east of garden
- Improve active transportation and trail connections
- Streetscaping improvements to create a pedestrian friendly street



### Recommendations:

- Expand garden to the east
- Improve active transportation and trail connectivity to Garden
- Streetscaping improvements for pedestrian and cyclist enjoyment and safety

## 7. Altona Aquatic Centre

**Land Ownership:**  
Town of Altona

**Facility Type:**  
Other

**Operations and Maintenance:** Town of Altona

### Amenities:

- 133 ft. Waterslide and junior Olympic sized pool
- Wading pool with spray columns, water geysers, water cannons, and jumbo spraying sunflower
- Indoor changerooms and washrooms
- Beach volleyball court



### Gaps and Weaknesses:

- None of note



### Strengths and Opportunities:

- Well used and loved by community and visitors to the town



**Recommendations:** None

## 8. Ash Park

**Land Ownership:**  
Town of Altona

**Facility Type:**  
Other

**Operations and Maintenance:** Town of Altona

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**Amenities:**

- Basketball court
- Toboggan slide
- Skating rink (basketball court flooded in the winter)
- Walking trails





### **Gaps and Weaknesses:**

- Playground is aging and needs repair or replacement
- Basketball court requires maintenance and repair
- Toboggan slide is not accessible and requires upgrades



### **Strengths and Opportunities:**

- Opportunity for a “nature playground” and splashpad addition
- Opportunity to add a “younger years” playground (i.e. 2-5 years of age)
- Basketball court addition
- Improvements and accessibility upgrades to the toboggan slide
- Large open lawn could be developed into soccer fields, cricket pitches, etc.



### **Recommendations:**

- Add nature playground and splashpad
- Add additional basketball court
- Add mini soccer pitch
- Accessibility upgrades to toboggan slide

## 9. Farmer's Market

**Land Ownership:**  
Private Ownership

**Facility Type:**  
Other

**Operations and Maintenance:** Unkown

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### Amenities:

- Covered tent and granular surface parking lot



### Gaps and Weaknesses:

- Lack of "park like" space
- Underutilized space
- Close to rail lines



### Strengths and Opportunities:

- Expand area to create seating and "parklike" amenity
- Additional programming (i.e. concerts or other outdoor events)
- Close street traffic on Main Street during events to create "town square" with summer outdoor patios and events



### Recommendations:

- Expand area to include "parklike" amenity which could host concerts, summer patios, winter ice patios, and other events
- Close streets to create a "town square" during events

## 10. The Bridge Skatepark

**Land Ownership:**  
Private Ownership

**Facility Type:**  
Park / Other

**Operations and Maintenance:** Town of Altona

### Amenities:

- Skatepark features such as handrails, funboxes, ramps, and stairsets
- Benches and waste and recycling receptacle



### Gaps and Weaknesses:

- Lacks shade and shelter for users and spectators
- Very windy site



### Strengths and Opportunities:

- Picnic or shade shelter could be added as well as tree plantings to provide windbreak
- Addition of pump track or skills course adjacent to park
- Opportunity for public art programming component (much like Graffiti Gallery in Winnipeg)



### Recommendations:

- Add picnic shelter / shade structure
- Add tree plantings (shelterbelt biodiversity) to provide windbreak
- Add pump track and bike skills course
- Opportunity for public art (i.e. Graffiti Gallery)

## 11. Pop-up Dog Park

**Land Ownership:**  
Town of Altona

**Facility Type:**  
Park

**Operations and Maintenance:** Town of Altona

### Amenities:

- 130 ft. X 130 ft. Greenspace
- Off-leash dog park
- Portable fencing and gate entry system



### Gaps and Weaknesses:

- Not a permanent park (fencing is temporary and it lacks accessible access and accessible pathways within the park)



### Strengths and Opportunities:

- Well utilized, community members would like to see it become permanent
- Dedicated space provides a safe space for dog owners to allow their dogs to play off-leash while maintaining the integrity of other park facilities
- Add accessible trails to the park and within the park



### Recommendations:

- Make it permanent
- Add accessible pathways to and within dog park

## 12. Access Field

**Land Ownership:**

Town of Altona

**Facility Type:**

Outdoor Athletic Facility

**Operations and****Maintenance:** Volunteers**Amenities:**

- Baseball diamond
- Field lighting
- Bleachers
- Dugouts
- Shelter belt tree plantings
- Granular surface parking lot
- Scoreboard
- Fenced
- Washrooms

**Gaps and Weaknesses:**

- Facilities at capacity – 57 games with 5 user groups, no spots open for women’s softball leagues
- Lack of trail connection to this facility – access is often wet, with poor drainage

**Strengths and Opportunities:**

- Well utilized, a “jewel” in southern Manitoba
- Well maintained
- Opportunity for snowshoeing / cross-country ski trails in the winter

**Recommendations:**

- Add cross-country ski and snowshoeing trails for winter utilization

## 13. École Elmwood School

**Land Ownership:**

Border Land  
School Division

**Facility Type:**

School

**Operations and**

**Maintenance:** Border Land  
School Division

**Amenities:**

- Grades K-3
- Play structures
- Open field
- Basketball court

**Gaps and Weaknesses:**

- Lack of daycare facilities
- Unsafe pick-up / drop-off zones (lots of vehicular and pedestrian conflicts)
- Lack of active transportation and trail network connectivity

**Strengths and Opportunities:**

- Create a safe active transportation route to school
- Opportunity to explore daycare addition in school (or adjacent)

**Recommendations:**

- Provide safe active transportation routes to school (separation of vehicular traffic from pedestrian and cyclist traffic)

## 14. École West Park School

**Land Ownership:**

Border Land  
School Division

**Facility Type:**

School

**Operations and**

**Maintenance:** Border Land  
School Division

---

**Amenities:**

- Grades 4-6
- Baseball diamonds
- Playground
- Soccer fields





### Gaps and Weaknesses:

- No indoor washroom facilities for the Altona Angels Softball Club
- Increased participation in the Altona Angels Softball Club has put additional pressure on existing shared-use facilities
- School Division ownership limits opportunities for softball teams to improve facilities (i.e. Advertising signs currently not allowed on property which limits sponsorship opportunities, increased insurance requirement, etc.)
- “Makeshift” cricket fields also play here
- Unsafe pick-up / drop-off zones (lots of vehicular and pedestrian conflicts)
- Lack of active transportation and trail network connectivity



### Strengths and Opportunities:

- Opportunity to develop a partnership with the School Division to allow sweat equity and sponsorship to improve the facilities
- Currently well utilized and maintained
- Soccer pitch and cricket pitch could be added here
- Purchase a portable pitching mound for facilities to enable dual-use functionality
- Create a safe active transportation route to school



### Recommendations:

- Provide safe active transportation routes to school (separation of vehicular traffic from pedestrian and cyclist traffic)
- Partner with Border Land School Division to improve existing baseball facilities, sponsorship opportunities, and provide access to washrooms

## 15. École Parkside Junior High School

**Land Ownership:**

Border Land  
School Division

**Facility Type:**

School

**Operations and**

**Maintenance:** Border Land  
School Division

---

**Amenities:**

- Grades 7-8
- Baseball diamonds
- Soccer fields
- Volleyball nets





### Gaps and Weaknesses:

- No indoor washroom facilities for the Altona Angels Softball Club
- Increased participation in the Altona Angels Softball Club has put additional pressure on existing shared-use facilities
- School Division ownership limits opportunities for softball teams to improve facilities (i.e. Advertising signs currently not allowed on property which limits sponsorship opportunities, increased insurance requirement, etc.)
- “Makeshift” cricket fields also play here
- Lack of separation / privacy from existing campsites to the west



### Strengths and Opportunities:

- Opportunity to develop a partnership with the School Division to allow sweat equity and sponsorship to improve the facilities
- Currently well utilized and maintained
- Soccer pitch and cricket pitch could be added here
- Purchase a portable pitching mound for facilities to enable dual-use functionality
- Create a safe active transportation route to school
- Create privacy / separation from existing campsites to the west



### Recommendations:

- Partnership with Border Land School Division to improve existing baseball facilities, sponsorship opportunities, and provide access to washrooms
- Provide safe active transportation routes to school (separation of vehicular traffic from pedestrian and cyclist traffic)

## 16. W.C. Miller Collegiate

**Land Ownership:**

Border Land  
School Division

**Facility Type:**

School

**Operations and**

**Maintenance:** Border Land  
School Division

**Amenities:**

- Grades 9-12
- Running track
- Long jump
- Soccer field
- Baseball diamonds
- Basketball court
- Walking paths



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### Gaps and Weaknesses:

- No indoor washroom facilities for the Altona Angels Softball Club
- Increased participation in the Altona Angels Softball Club has put additional pressure on existing shared-use facilities
- School Division ownership limits opportunities for softball teams to improve facilities (i.e. Advertising signs currently not allowed on property which limits sponsorship opportunities, increased insurance requirement, etc.)
- “Makeshift” cricket fields also play here



### Strengths and Opportunities:

- Opportunity to develop a partnership with the School Division to allow sweat equity and sponsorship to improve the facilities
- Currently well utilized and maintained
- Soccer pitch and cricket pitch could be added here
- Purchase a portable pitching mound for facilities to enable dual-use functionality
- Create a safe active transportation route to school



### Recommendations:

- Partnership with Border Land School Division to improve existing baseball facilities, sponsorship opportunities, and provide access to washrooms
- Provide safe active transportation routes to school (separation of vehicular traffic from pedestrian and cyclist traffic)

## 17. Active Transportation and Trail Network

**Land Ownership:**

Varies (Town of Altona,  
Private Ownership)

**Facility Type:**

Sidewalks, Multi-Use  
Pathways, Trails

**Operations and  
Maintenance:**

Town of Altona

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**Amenities:**

- Multi-use pathways (shared trail for both pedestrians and cyclists)
- Sidewalks (asphalt, concrete, unit paving stones)
- Altona- Gretna- Rhineland Trail (Segment of the Trans-Canada Trail)
- Granular surface walking trails
- Limited trail markers and wayfinding signage



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### Gaps and Weaknesses:

- Gaps in the existing network, lacking connections at key locations, especially in the south quadrants of the Town, lots of “dead end” trails in particular
- Lack of infrastructure – no on road protected cycling facilities or on road separated/designated cycling facilities. Multi-use pathways are the only designated cycling facilities
- Safety concerns (especially in school zones, crossing roadways, railways, and intersections, specifically Centre Ave)
- Many sidewalks are unsafe – narrow, in poor condition, uneven / not accessible, inconsistent surface types, conflict of user types (i.e., pedestrians, strollers, accessibility aids)
- Areas of poor drainage in some spots
- Lack of active transportation facilities and trails in new residential developments – only a multi-use path behind many of the new homes. No sidewalks on many of the residential streets
- Winter cycling presents a challenge due to inadequate maintenance of cycling infrastructure and a car-centric culture in communities that see cyclists as obstacles to faster vehicle travel
- Lack of wayfinding signage, such as trail markers and route maps



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### **Strengths and Opportunities:**

- Many trails are maintained year-round, great amenity for winter recreation
- Numerous trails and AT facilities are accessible from residential areas
- Opportunities for local artists / street art to transform trails, particularly with a focus on exploration and storytelling in the community
- Opportunities for placemaking and streetscaping throughout the community
- Make trail connections to key amenities such as schools, parks, and Access Field
- Upgrades to asphalt pathways for improved accessibility, comfort, and safety
- Extend trail network to Buffalo Creek, west of the town (include Indigenous knowledge in interpretive signage as an act of reconciliation through design)
- Interpretive signage and education opportunities along trails and Buffalo Creek
- Opportunities for green infrastructure, such as bioswales and rain gardens, can help address poor drainage areas, complemented by an educational component on the benefits of natural infrastructure
- Opportunity to include active transportation facilities and trails as a requirement for new residential developments. Consider enacting a policy requiring sidewalks be included in all new residential and commercial development
- Establishing safe routes to school programs at local schools, with town support for event coordination, promotion, and incentives such as prizes. This could include creating walking, school bus, and bike programs, along with a committee to recommend targeted improvements in school zones, including enhancements to the built environment
- Oakview Golf Club expressed interest in opening the course to the public in the winter for cross-country ski and snowshoeing opportunities
- Addition of traffic calming features along major thoroughfares like Centre Ave (with MTI approval), 4 Ave NE, 2nd St SW
- Crosswalk improvements at key locations (Centre Ave) including eye-level flashing beacons, raised crosswalks, and curb bump-outs to shorten crossing distances and encourage reduced speeds
- Opportunity to provide wayfinding signage such as trail markers and route maps



## Recommendations:


- Adopt active transportation facility standards (*British Columbia Active Transportation Design Guide* and/or the Transportation Association of Canada's *Geometric Design Guide for Canadian Roads*) for sidewalks, neighbourhood greenways, bicycle routes, and multi-use pathways. Standards should reflect barrier-free design and an all ages and abilities (AAA) approach to safety and comfort (i.e. improved and consistent trail surfaces, separated, low stress facilities)
- Provide safe and accessible routes to schools that prioritize active transportation and pedestrian safety (i.e. Controlled crossings at streets with higher speeds and traffic volumes, lower speed limits, traffic calming features)
- Provide winter recreation trails for cross-country skiing and snowshoeing
- Improve connectivity to residential areas (especially the southern quadrants of Town) and to key Town amenities such as schools, parks, MEC, and Access field
- Placemaking opportunities and streetscape improvements to incorporate storytelling, street art, and provide an opportunity for local artists to showcase their work
- Extend current trail network to Buffalo Creek (include Indigenous knowledge in interpretive signage as an act of reconciliation through design)
- Interpretive signage and education opportunities along Buffalo Creek and Town's drainage system
- Incorporate green infrastructure (i.e. bioswales, rain gardens) to improve trail drainage and address areas of poor drainage along trails
- Implement active transportation and trails as a policy requirement for new residential developments
- Wayfinding signage such as trail markers and route maps







# **5.0 Master Plan Guiding Principles and Recommendations**



## 5.0 Master Plan

# Guiding Principles and Recommendations

### Vision, Goals, and Guiding Principles

The development of Altona’s Recreation and Active Transportation Master Plan for the next 20 years is grounded in thorough background research, inventory mapping, an assessment of current recreation and active transportation facilities, and extensive engagement with the community and stakeholders. These foundational elements have shaped the vision, goals, and guiding principles that will inform the strategies, recommendations, and actions detailed in the following sections of the Master Plan.

#### Vision Statement

The Town of Altona’s current mission statement reads:

***“Altona strives to be a progressive, sustainable, competitive, attractive, and safe community for all.”***

The Altona Recreation and Active Transportation Master Plan Vision Statement:

**“To create a vibrant and inclusive community where recreation and active transportation are accessible to all ages and abilities. We aim to create equitable spaces that celebrate our diversity, enabling every resident and visitor to engage in a safe, healthy, and active lifestyle.”**



## Goals and Guiding Principles

### Guiding Principle #1:



### **Equity, Inclusion and Access**

Providing recreation and active transportation facilities for all ages and abilities, regardless of cultural background, gender, age, income, or ability.

#### **What this means:**

Recreation and active transportation facilities that:

- Meet the recreation needs of Altona's diverse community and backgrounds
- Provide equal access opportunities for all ages, genders, and abilities
- Prioritize an aging population in Altona
- Are integrated and equitably distributed throughout the community
- Are accessible (Accessibility for Manitobans Act compliant) and affordable
- Connect the community through multiple modes and networks of transportation to safely travel throughout Altona
- Incorporate the Indigenous history of the area as an act of reconciliation through design and storytelling





## Guiding Principle #2:

### **Climate Resilience and Sustainability Best Practices**

The impacts of climate change are becoming increasingly apparent as we experience extreme weather events and sustained rising temperatures. Recreation and active transportation planning and design can play a key role in mitigating the effects of climate change at the community level by providing opportunities for climate resiliency in our collective battle against climate change.

#### **What this means:**

Recreation and active transportation facilities that:

- Incorporate climate change mitigation through flood protection, green infrastructure, stormwater retention, LEED-certified green building practices, energy-efficient design, smaller building footprints, and multi-use facilities to minimize land impact
- Include active transportation and trails facilities that offer multiple modes of transportation, reducing the reliance on vehicles and greenhouse gas emissions
- Will respect the natural environment and the Altona landscape
- Incorporate interpretive signage and outdoor learning spaces that offer educational opportunities to foster environmental stewardship and conservation
- Incorporate plantings that enhance biodiversity and climate resilience, adapted to Altona's climate and soil conditions

## Guiding Principle #3:



### Health and Wellness

Recreation and active transportation facilities provide multiple benefits to one's physical health and mental well-being. They provide an opportunity for social connection and a sense of community, as well as providing a connection to nature. Community members expressed that they highly value their physical health and exercise, being outdoors, enjoying nature, and how this can benefit their mental health and well-being through various recreation and active transportation activities.

#### What this means:

Recreation and active transportation facilities that:

- Implement active transportation trails and facilities to promote an active lifestyle for physical health and mental well-being
- Promote a connection with nature and the outdoors to foster health and mental well-being
- Provide year-round recreation and active transportation opportunities and facilities
- Provide a variety of facilities that are integrated throughout the community to encourage usership





## **Guiding Principle #4:**



### **Financial Sustainability**

It is important to identify the direction and allocation of resources towards recreation and active transportation facilities that can be implemented within the Town's financial realities. Consideration should be given to an operations and maintenance budget to ensure safe, high quality, and the longevity of proposed recreation and active transportation facilities.

#### **What this means:**

Recreation and active transportation facilities that:

- Follow financial policies to guide the application of funding sources such as reserves, taxes, user fees, levies, and grants
- Incorporate a financial model that reflects the life cycle costs of municipal infrastructure / equipment and is used to make financially sustainable decisions
- Include an operations and maintenance budget for improved and new facilities
- Dedicate reserve funds for implementation of facilities annually





## Guiding Principle #5:



### **Collaborative Partnerships and Volunteerism**

The Town of Altona values its robust community partnerships and the dedication of local groups who actively contribute to the maintenance and enhancement of recreation amenities, trails, and active transportation facilities. To support and sustain these vital relationships, it is essential to prioritize and formalize this principle, ensuring long-term success and impact of these collaborative efforts.

#### **What this means:**

Recreation and active transportation facilities that:

- Include opportunities for community groups and volunteers to actively improve and maintain existing and new facilities through sweat equity and sponsorships
- Include opportunities for joint-use agreements
- Include collaboration opportunities with community groups, volunteers, agencies, and neighbouring municipalities
- Incorporate service delivery and cost sharing frameworks for effective operations and maintenance

## Recreation and Active Transportation Recommendations

The following recommendations for the Altona Recreation and Active Transportation Master Plan are based on a thorough analysis of the information presented in this document. This includes background context, research, community engagement, advisory committee input, site inventory, an assessment of existing facilities, case study comparisons of similar projects, and a review of relevant policies, programs, and best practices for implementing recreation and active transportation infrastructure in Altona.

These recommendations are intended to be implemented incrementally over time, with priorities subject to change as funding becomes available or as the needs of the community evolve. As circumstances change, the recommendations may be adjusted to reflect new opportunities or shifting priorities. The recommendations are as follows:

### Recommendation #1:

#### **Identify gaps in the active transportation and trails network to improve safety and accessibility.**

- Annually identify opportunities to connect existing trails, sidewalks, and cycling facilities into the overall network, consulting stakeholders like the Altona Community Action Network (ACAN) to address significant gaps.
- Collaborate with local trail groups to pinpoint gaps or barriers in the current trail system, and explore expanding the network with new feeder routes, dedicated Town land for trails, and updates to meet current design standards, including accessibility requirements (Accessibility for Manitobans Act).
- Review active transportation facilities to ensure they are all ages and abilities (AAA) compliant, with smooth, well-maintained surfaces, safe crossings, intuitive for users (predictable, recognizable, and consistent), and ample space for all users, especially children, older adults, and new cyclists.
- Encourage experiential learning by incorporating interpretive signage, public art, storytelling, and highlighting the Indigenous history of the land.
- Launch pilot projects to gather community feedback and test different facility types and ideas across Town before permanently implementing them.



## **Recommendation #2:**

### ***Provide equitable opportunities for recreation facilities.***

- Where feasible, repurpose or optimize existing greenspaces for multi-use functionality (e.g., outdoor baseball diamonds or soccer fields on school grounds currently operated by the Border Land School Division)
- Formalize a joint-use agreement or partnership with the Border Land School Division (École Parkside School, École West Park School, École Elmwood School, W.C. Miller Collegiate) for shared use of the facilities, allow opportunities for sponsorship, and allow for upgrades to existing recreation facilities
- Create new facilities that match the standard of the existing Access Field for women's leagues and provide washrooms, change rooms, and a canteen



## **Recommendation #3:**

### ***Create a new outdoor multi-use facility that incorporates a variety of recreation activities and sports.***

- Develop a new outdoor multi-use facility to address gaps in outdoor recreation programming and activities such as sport court games (i.e. tennis, badminton, pickleball, volleyball, and basketball) and include soccer fields for a variety of skill levels and teams
- Include a cricket pitch to address the needs of newcomers to Altona
- Include baseball and softball diamonds to address equity and inclusion in recreation activities

#### **Recommendation #4:**

**Create a new indoor multi-use facility that incorporates a variety of recreation activities and sports to provide year-round recreation and leisure activities.**

- Develop a new indoor multi-use facility to address gaps in indoor recreation programming and activities
- Include multi-use sport courts for activities such as pickleball, basketball, and volleyball
- Purchase turf flooring panels (or rolls) to provide indoor field sports such as soccer
- Indoor play spaces for children
- Baseball training facilities such as a pitching tunnel
- A multi-purpose room to address gaps in arts and culture programming such as dance classes, fitness classes, and yoga
- Kitchenette for events and additional leisure programming such as cooking classes
- Gallery space / museum to display Altona's local and Indigenous histories
- Follow green building design and sustainability best practices (i.e. LEED and energy efficient design), creating an "addition" to the existing MEC

#### **Recommendation #5:**

**Expand existing winter recreation and active transportation facilities, opportunities, and programming to provide year-round outdoor opportunities.**

- Implement cross-country skiing and snowshoeing trails in existing Altona parks and greenspaces that tie into the proposed active transportation and trails network
- Explore opportunities and partnerships for downhill skiing and snowboarding in Buffalo Creek Nature Park
- Explore partnerships with local facilities like Altona Access Field and Oakview Golf Course for cross-country skiing and snowshoeing opportunities
- Provide areas for outdoor ice rinks for informal hockey games, ice skating, and curling
- Explore opportunities for "ice sculpture festivals" or "festival of lights" to encourage community members to enjoy the outdoors in the winter months

## **Recommendation #6:**

### **Create a permanent, accessible dog park facility.**

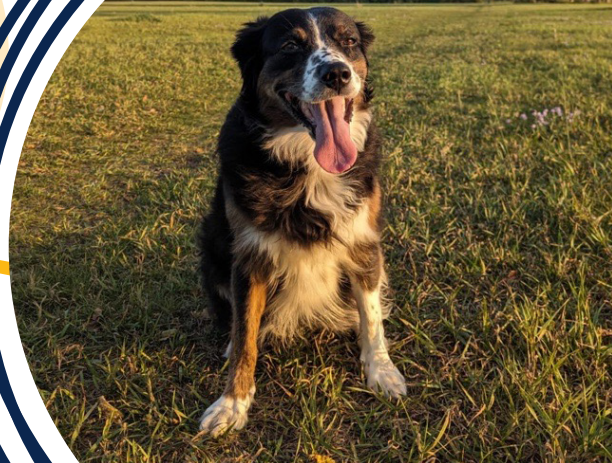
- Select a site to create a permanent dog park in Altona
- Ensure the design of the park is accessible for all ages and abilities
- Consider forming a community group dedicated to advocating for the permanent dog park that would focus on initiatives such as upgrades, maintenance, and keep town council informed about these issues
- Include an area for small dogs and larger dogs with a variety of skills and activities
- Include tree plantings and windbreaks as well as seating options for dog park users
- Consider design elements such as water stations, a double gate system (to provide a staged entrance to the park), signage, lighting, parking, and green infrastructure methods to address drainage on site

## **Recommendation #7:**

### **Provide additional leisure programming with a focus on arts and culture activities as alternatives to team sports.**

- Expand the Gallery in the Park programming opportunities
- Provide lower impact activities such as Tai Chi and yoga
- Provide arts and culture programming such as quilting, beading, cooking, theatre / drama, and dance classes

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### **Recommendation #8:**

#### **Expand the existing campground (or new location) to include more campsites, amenities, and seasonal camping opportunities.**

- Explore opportunities for the expansion of the existing campground to the north into Centennial Park
- Propose new location for campground within Altona's municipal boundaries
- Include seasonal, tent and trailer, and RV campsites with an option for yurt or "glamping" type campsites or 3-season micro cabin options
- Provide serviced and non-serviced campsites as well as campground washrooms and showers
- Provide non-modernized washrooms (pump out) and a trailer sanitary dump station for new campground location
- Include features such as a gatehouse and entrance signage, playground, covered picnic shelter, lighting, maintenance shed, and hiking trails along Buffalo Creek and into Town

### **Recommendation #9:**

#### **Expand the existing Bridge Skatepark to include covered shelter and windbreak plantings.**

- Addition of bike skills course or pump track
- Addition of picnic shelter or covered structure
- Addition of windbreak plantings or "Eco-Buffer" plantings with native and hardy plants suited to Altona's climate and soils
- Provide an opportunity for public art to revitalize the space and create excitement in the community
- Include site improvements such as signage, lighting, seating, and fencing
- Explore opportunities to include similar activities adjacent to the skate park (i.e. basketball or pickleball court with windbreak plantings)



### **Recommendation #10:**

#### ***Upgrades to, or new construction of, playgrounds and splashpads.***

- Co-locate facilities with compatible land use adjacencies (i.e., splashpad and playgrounds near schools and daycares)
- Develop underutilized green spaces such as the parks in the southwest quadrant of Town and Ash Park
- Consider upgrades to Ash Park to include a nature playground and splashpad as well as upgrades to the existing basketball court and accessibility upgrades to the toboggan slide.
- Explore opportunities to include a mini soccer field in Ash Park (5 v 5 or 7 v 7)



### **Recommendation #11:**

#### ***Explore opportunities for additional funding, revenue streams, collaborative partnerships, and volunteerism.***

- Propose a moderate increase to municipal taxes for recreation services
- Deepen existing joint-use agreements or partnerships with Border Land School Division to allow opportunities for sponsorship and sweat equity to improve existing facilities and allow for use of washrooms
- Develop a funding and grant database, categorized by funding type, amount, timelines, and applicable projects such as active transportation, recreation programming, community improvements, and green / sustainable endeavours
- Engage local businesses and potential sponsors to collaborate on and cost share new projects or upgrades to existing recreation and active transportation facilities
- Town of Altona designate and commit to a set amount of revenue for future recreation over the next 5, 10, and 20 years
- Create a community advisory group to enlist and manage volunteers who can actively improve and maintain existing and new facilities through sweat equity and sponsorships



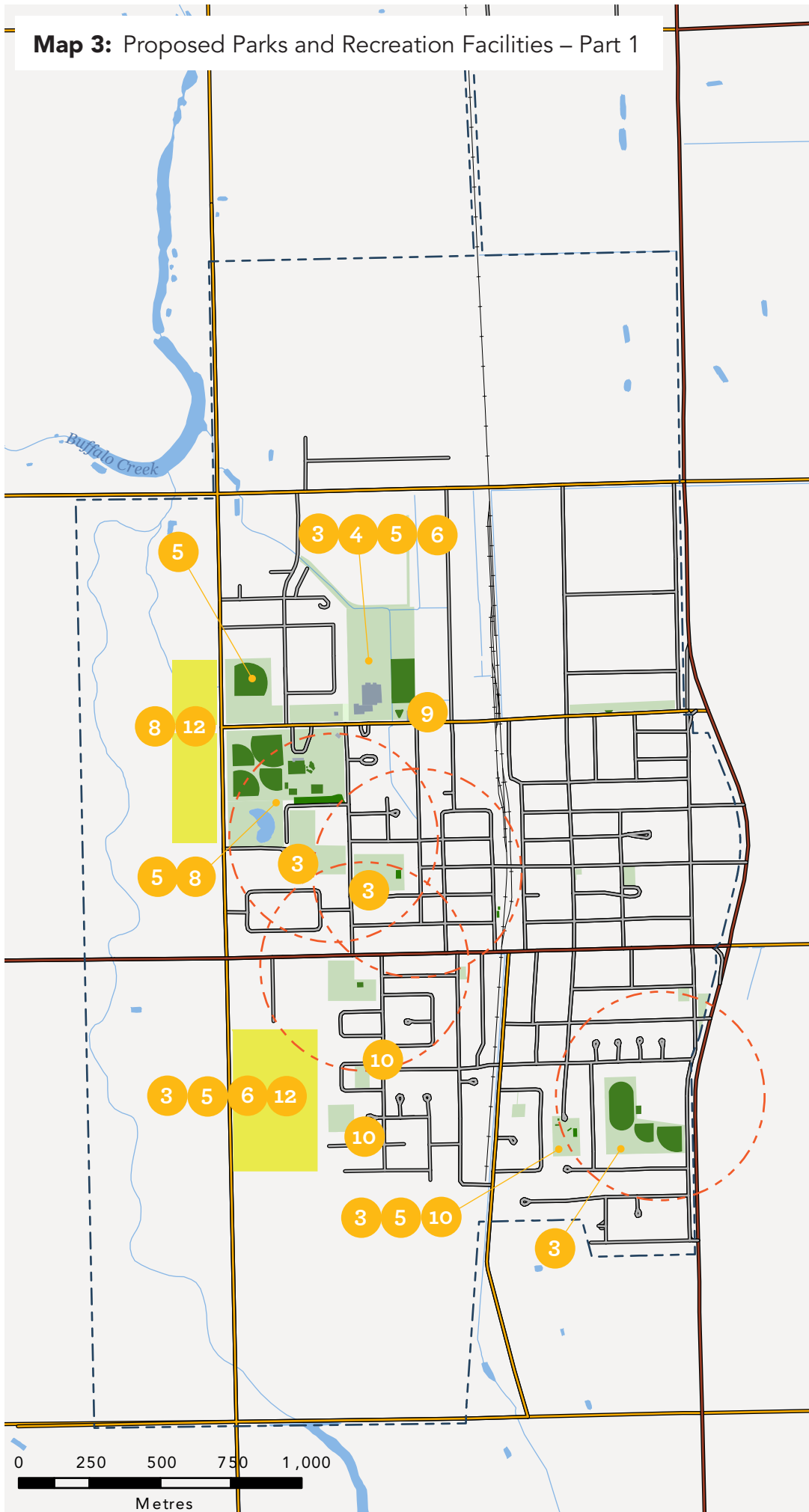
## **Recommendation #12:**

### ***Land use rezoning of agricultural lands within Altona's municipal boundaries.***

- Explore opportunities to rezone "Agricultural Restricted Zones" on the west and south sides of Town to "Parks and Recreation" to provide additional recreation and active transportation opportunities within Altona's municipal boundaries
- Consider rezoning of "Industrial General Zone" north of the Altona Community Garden and Blue Sky Opportunities to "Parks and Recreation"
- Utilize the Parkland Residential Development in the northwest quadrant of Town for outdoor recreation spaces (the development provides more than 17% of space to pedestrian walkways and public greenspaces)

**The following maps highlight potential locations for implementing these recommendations in Altona, offering multiple options for each space to provide flexibility for future planning.**

**Map 3: Proposed Parks and Recreation Facilities – Part 1**



**Legend**

--- Altona Municipal Boundary

**Transportation Network**

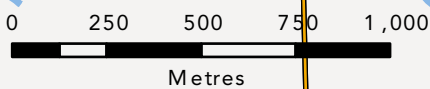
- Highway
- Collector
- Local Street, Ramp
- Railway
- - - 5 Minute Walk shed (400m radius)

**Facilities**

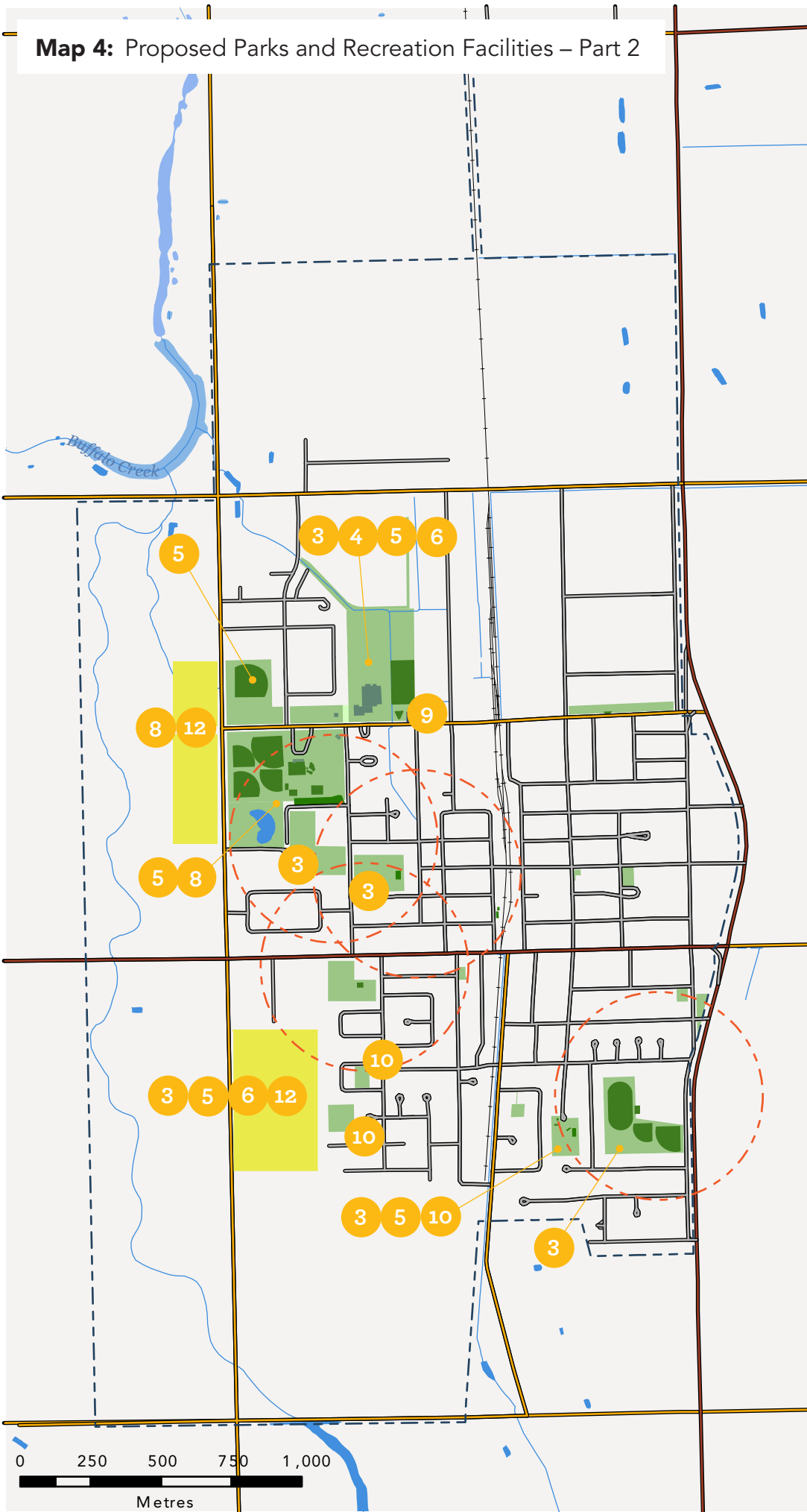
- Indoor
- Outdoor
- Parks / Greenspaces
- Land Use Rezoning

**Recommendations**

- 1 Identify gaps in the active transportation and trails network to improve safety and accessibility.
- 2 Provide equitable opportunities for recreation facilities.
- 3 Create new outdoor multi-use facilities that incorporate a variety of recreation activities and sports.
- 4 Create a new indoor multi-use facility that incorporates a variety of recreation activities and sports.
- 5 Provide winter recreation and active transportation facilities, opportunities, and programming.
- 6 Create a permanent, accessible dog park facility.



**Map 4: Proposed Parks and Recreation Facilities – Part 2**



**Legend**

- Altona Municipal Boundary
- Transportation Network**
- Highway
- Collector
- Local Street, Ramp
- Railway
- 5 Minute Walk shed (400m radius)

**Facilities**

- Indoor
- Outdoor
- Parks / Greenspaces
- Land Use Rezoning

**Recommendations**

- 7** Provide additional leisure programming with a focus on arts and cultural activities as alternatives to team sports.
- 8** Expand the existing campground to include more campsites, amenities, and seasonal camping opportunities.
- 9** Expand the existing Bridge Skatepark to include covered shelter and windbreak plantings.
- 10** Upgrades to, or new construction of, playgrounds and splash pads.
- 11** Explore opportunities for additional funding, revenue streams, collaborative partnerships, and volunteerism.
- 12** Land use rezoning of agricultural lands within Altona’s municipal boundaries.



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# **6.0 Master Plan Prioritization and Cost Estimates**



# 6.0 Master Plan Prioritization and Cost Estimates

## Existing Recreation Facilities, Prioritization, and Costs

The following chart provides guidance and recommendations for existing recreation and active transportation facilities and prioritizes short-, medium-, or long-term projects, and associated cost ranges to help guide future decisions for implementation. The chart is organized by inventory number, taken from [Map 1](#) and [Map 2](#) as shown in [Section 4](#).

Facility Type	Land Ownership	Operations and Maintenance	Recommendations	Cost Range	Timeframe / Priority
<b>1. Millenium Exhibition Centre</b>					
IA	ALT	ALT	Use the indoor curling rink for pickleball in the summer months with permanent painted lines	TBD	Short 1-5 years
			Expand building to include an indoor multi-use facility	8M - 10M	Long 10-20 years

**IA** - Indoor Athletic    **O** - Other    **OA** - Outdoor Athletic    **ACAN** - Altona Community Action Network  
**ALT** - Town of Altona    **UN** - Unknown    **VOL** - Volunteers    **BLSD** - Border Land School Division  
**P** - Park    **PR** - Private    **SC** - School



Facility Type	Land Ownership	Operations and Maintenance	Recommendations	Cost Range	Timeframe / Priority
<b>2. Gallery in the Park</b>					
P	ALT	ALT	Additional arts and culture programming, events, and concerts	5K- 10K	Short 1-5 years
<b>3. Buffalo Creek Nature Park</b>					
P	ALT	ALT	Downhill skiing and snowboarding	TBD	Medium 5-10 years
			Increase biodiversity in the pond to provide additional opportunities for education and interpretation for nearby schools	25K - 50K	
<b>4. Centennial Park</b>					
P	ALT	ALT	Address gaps in the active transportation network to improve connectivity to the park	5K - 10K	Medium 5-10 years
			Add cross-country ski and snowshoeing trails	TBD	Short 1-5 years
<b>5. Community Garden</b>					
P/O	ALT	ACAN	None		
<b>6. Memory Garden</b>					
P	ALT	ALT	Expand garden to the east	100K - 150K	Long 10-20 years
			Streetscaping improvements	250K - 500K	

**IA** - Indoor Athletic    **O** - Other    **OA** - Outdoor Athletic    **ACAN** - Altona Community Action Network  
**ALT** - Town of Altona    **UN** - Unknown    **VOL** - Volunteers    **BLSD** - Border Land School Division  
**P** - Park    **PR** - Private    **SC** - School



Facility Type	Land Ownership	Operations and Maintenance	Recommendations	Cost Range	Timeframe / Priority
<b>7. Altona Aquatic Centre</b>					
O	ALT	ALT	None		
<b>8. Ash Park</b>					
P	ALT	ALT	Add nature playground and splashpad	400K - 600K	Medium 5-10 years
			Upgrade basketball court	150K - 200K	
			Add mini soccer pitch	80K - 100K	
			Accessibility upgrades to toboggan slide	100K - 150K	
<b>9. Farmer's Market</b>					
O	PR	VOL	Expand area to create "parklike" amenity to host concerts, summer patios, winter ice patios, and other events	250K - 500K	Medium 5-10 years
			Close streets to create a "town square" during events	TBD	

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Facility Type	Land Ownership	Operations and Maintenance	Recommendations	Cost Range	Timeframe / Priority
<b>10. Bridge Skatepark</b>					
P/O	ALT	ALT	Add picnic shelter / shade structure	60K - 80K	Short 1-5 years
			Add tree plantings (shelterbelt, eco-buffer)	40K - 60K	
			Add pump track and bike skills course	250K - 500K	
			Public art	TBD	
<b>11. Pop-Up Dog Park</b>					
P	ALT	ALT	Make it permanent	100K- 500K	Short 1-5 years
			Add accessible pathways to and within dog park	15K -20K	
<b>12. Access Field</b>					
OA	ALT	VOL	Add cross-country ski and snowshoeing trails for winter utilization	TBD	Short 1-5 years

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Facility Type	Land Ownership	Operations and Maintenance	Recommendations	Cost Range	Timeframe / Priority
<b>13. École Elmwood School</b>					
SC	BLSD	BLSD	Provide safe active transportation routes to school and partner w/ BLSD to create more access to indoor and outdoor facilities	See AT Section	See AT Section
<b>14. École West Park School</b>					
SC	BLSD	BLSD	Provide safe active transportation routes to school and partner w/ BLSD to create more access to indoor and outdoor facilities	See AT Section	See AT Section
<b>15. École Parkside Junior High School</b>					
SC	BLSD	BLSD	Provide safe active transportation routes to school and partner w/ BLSD to create more access to indoor and outdoor facilities	See AT Section	See AT Section
<b>16. W.C. Miller Collegiate</b>					
SC	BLSD	BLSD	Provide safe active transportation routes to school and partner w/ BLSD to create more access to indoor and outdoor facilities	See AT Section	See AT Section
<b>17. Active Transportation &amp; Trail Network</b>					
			Provide safe and accessible routes throughout town	See AT Section	See AT Section

**IA** - Indoor Athletic    **O** - Other    **OA** - Outdoor Athletic    **ACAN** - Altona Community Action Network  
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# Proposed Recreation Facilities, Prioritization, and Costs

The following two facility recommendations have been prioritized based on input and feedback from the community, advisory committee members, and the Town of Altona municipal staff. While concepts for these facilities are presented, further study is needed to evaluate feasibility, potential partnerships, site selection, and development budgets.

## 1. Outdoor Multi-Use Park

**Cost Range:** 3M – 5M

**Timeframe / Priority:** Medium 5-10 years

**Proposed Location:** Southwest quadrant of Town, currently zoned “Residential Low Density”

### Pros:

- Large space for multiple sports fields (rather than a few multi-purpose fields)
- Soccer fields could be added in the future
- École Parkside, École West Park, and École Elmwood schools are situated close by (5–10-minute walk)
- Space for a permanent dog park could be incorporated into the site
- Existing pocket park on the east side of the field could be integrated and used as a trails / AT connection point

### Cons:


- Lack of infrastructure and roads / access (high cost)
- Privately owned land (cost to purchase and process of rezoning may not be feasible)
- Medium cost for drainage infrastructure (unsure if capacity from existing residential to the east could be utilized)
- Wide open field – little to no existing vegetation for windbreak or shade

This proposed outdoor multi-use park features a variety of recreational and community amenities, including a FIFA / Premier League soccer field, a full-sized soccer field, three junior high-sized soccer fields, a cricket pitch, and two softball diamonds. It offers spectator seating, bleachers, lighting, and scoreboards, along with washrooms, change rooms, and a canteen. There are nature playgrounds for different age groups, multi-use pathways connecting to the active transportation network, and interpretive signage highlighting native wildlife and Altona’s Indigenous history. The site also includes eco-buffer plantings, windbreaks, berms for informal spectator seating and tobogganing, a permanent dog park, fitness stations located throughout, green infrastructure for stormwater management, a parking lot, and a maintenance shed. The proposed multi-use park provides numerous opportunities year-round for all ages and abilities.





**Map 5:** Outdoor Multi-use park concept plan

- 1 Gateway / Entrance Signage
- 2 FIFA / Premier League Soccer Field
- 3 Full Sized Soccer Field (11 v 11)
- 4 Junior High Sized Soccer Fields (7 v 7)
- 5 Cricket Pitch
- 6 Softball Diamonds
- 7 Nature Playground (1-5 years)
- 8 Nature Playground (5-12 years)
- 9 Washrooms, Change Rooms, & Canteen
- 10 Multi-Use Pathway (2m wide, asphalt surface)
- 11 Eco-Buffers Windbreaks
- 12 Permanent Dog Park & Fencing
- 13 On-Site Drainage
- 14 Parking Lot (+/- 80 spots)
- 15 Maintenance Shed
- Spectator Seating
- Score Boards
- \* Fitness Stations
- Seating Nodes
- \* Interpretive Signage
- ↔ Trails & Active Transportation Connections
- ⋯ Bioswales
- Fencing
-  Berms





## 2. Millennium Exhibition Centre Indoor Multi-Use Facility Expansion

**Cost Range:** 8M – 10M

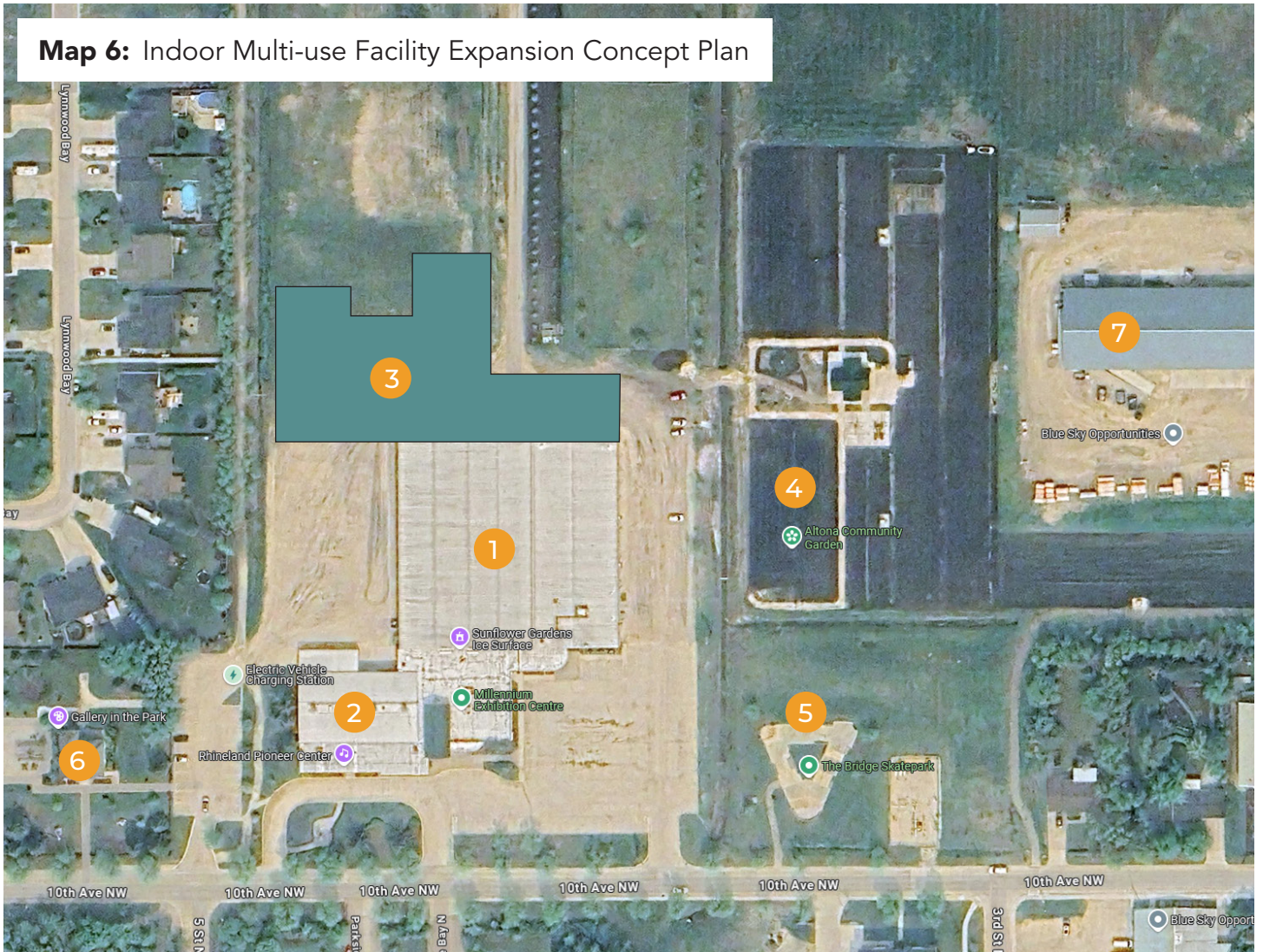
**Timeframe / Priority:** Long 10 - 20 years

**Proposed Location:** North of the existing Millennium Exhibition Centre

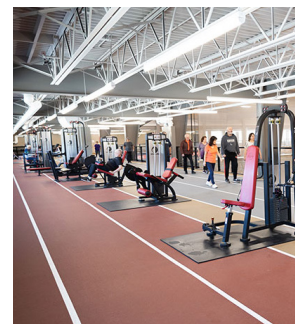
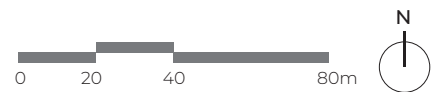
### Indoor Features:

- Walking / running track
- Indoor play space for children
- Exercise room
- Dance studio / yoga / programming alternative to team sports
- Multi-purpose space for arts and culture programming (i.e. crafts, cooking, quilting, beading, drama, etc.)
- Gallery space for rotating art displays, or historical / cultural history of Altona
- Kitchenette
- (4 – 6) Pickleball courts
- (1) Basketball court
- Baseball pitching tunnel
- (1) Volleyball court
- Washrooms, changerooms, and showers
- Option of turf flooring panels to provide indoor field sports such as soccer
- Green building design and sustainability best practices

# Map 6: Indoor Multi-use Facility Expansion Concept Plan



- 1 Millennium Exhibition Centre
- 2 Rhineland Pioneer Center
- 3 +/- 30,000 sq.ft addition
- 4 Altona Community Garden
- 5 The Bridge Skatepark
- 6 Gallery in the Park
- 7 Blue Sky Opportunities





## Additional Proposed Recreation Facilities, Prioritization, and Costs

### 3. Ash Park Upgrades

**Cost Range:** 750K – 1M

**Timeframe / Priority:** Medium 5-10 years

**Features:**

- Accessible toboggan slide
- Upgrades (resurfacing, new hoops) and expansion of basketball court (continue to use as ice rink in winter months)
- Soccer field 5 v 5 and 7 v 7 (space for 11 v 11 is currently limited)
- Splashpad and nature playground

## 4. Bridge SkatePark Upgrades

**Cost Range:** 350K – 650K

**Timeframe / Priority:** Short 1 - 5 years

### Features:

- Bike skills or pump track
- Picnic shelter / shade structure
- Windbreak plantings or “Eco-Buffer” plantings with native and hardy plants suited to Altona’s climate and soils
- Signage (i.e. rules of the park)
- Lighting, seating, fencing
- Additional skate features
- Public art area (i.e. murals, graffiti gallery)
- Basketball court located adjacent to skate park (can be used for ice rink in winter)





## 5. Campground Expansion (or new site location)

**Cost Range:** 800K – 2M

**Timeframe / Priority:** Long 10 - 20 years

### Features:

- Seasonal campsites
- Tent and trailer campsites
- RV campsites
- Yurt or “glamping” campsites
- 3 or 4-season micro cabin options
- Serviced and non-serviced campsites
- Comfort station with washrooms and showers
- Non-modernized washrooms (pump out)
- Trailer sanitary dump station
- Gatehouse that provides small canteen items, firewood sales, and water fill station
- Entrance signage and campground map
- Playground and covered picnic shelter with BBQ area
- Lighting and site signage
- Maintenance shed





## Proposed Active Transportation Network Facility Types and Considerations

The proposed active transportation network for the Town of Altona aims to enhance and expand pedestrian facilities, multi-use pathways, bicycle routes, and trails. Achieving these improvements will require significant financial investment and may take several years to fully implement. To guide the process, priorities have been set to focus on areas with the highest demand and greatest need—those that currently experience or have the potential to generate the most active trips, as well as those that have a strong need from a road safety perspective.

The following section outlines the methodology for identifying priorities for implementation and construction of the active transportation network over the next 10 to 20 years.

Key criteria for prioritizing active transportation infrastructure are presented in [Table 1](#) and include road classification, connectivity to major destinations like schools, parks, and other key trip generators, network need and integration, equity, and safety. By analyzing these criteria across specific corridors and comparing them, priority projects are identified.

Routes may be reprioritized based on additional planning, feasibility studies, resident feedback, and alignment with other ongoing projects. Other considerations, such as accessibility, equity, climate impacts, and resource constraints, may also influence priorities. Continued community engagement may be necessary to address equity concerns as needs evolve.

**Table 1:** Prioritization Criteria

Factor	Description	Priority
<b>Roads</b>	Rural Collector	Highest
	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 Feed</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 key to ensuring safety and convenience for pedestrians and cyclists. Key factors include motor vehicle speeds and volumes: higher speeds and traffic volumes require more separation and protection for cycling facilities. On streets with low traffic and speeds, separate facilities may not be needed, but measures to maintain low speeds and volumes may be necessary. [Figure 4](#) illustrates the range in comfort levels by facility type.

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 cycling facilities, this will encourage more people to choose cycling as a mode of transportation, leading to reduced traffic congestion, improved air quality, and encourage a healthy, active lifestyle for the residents of Altona.

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

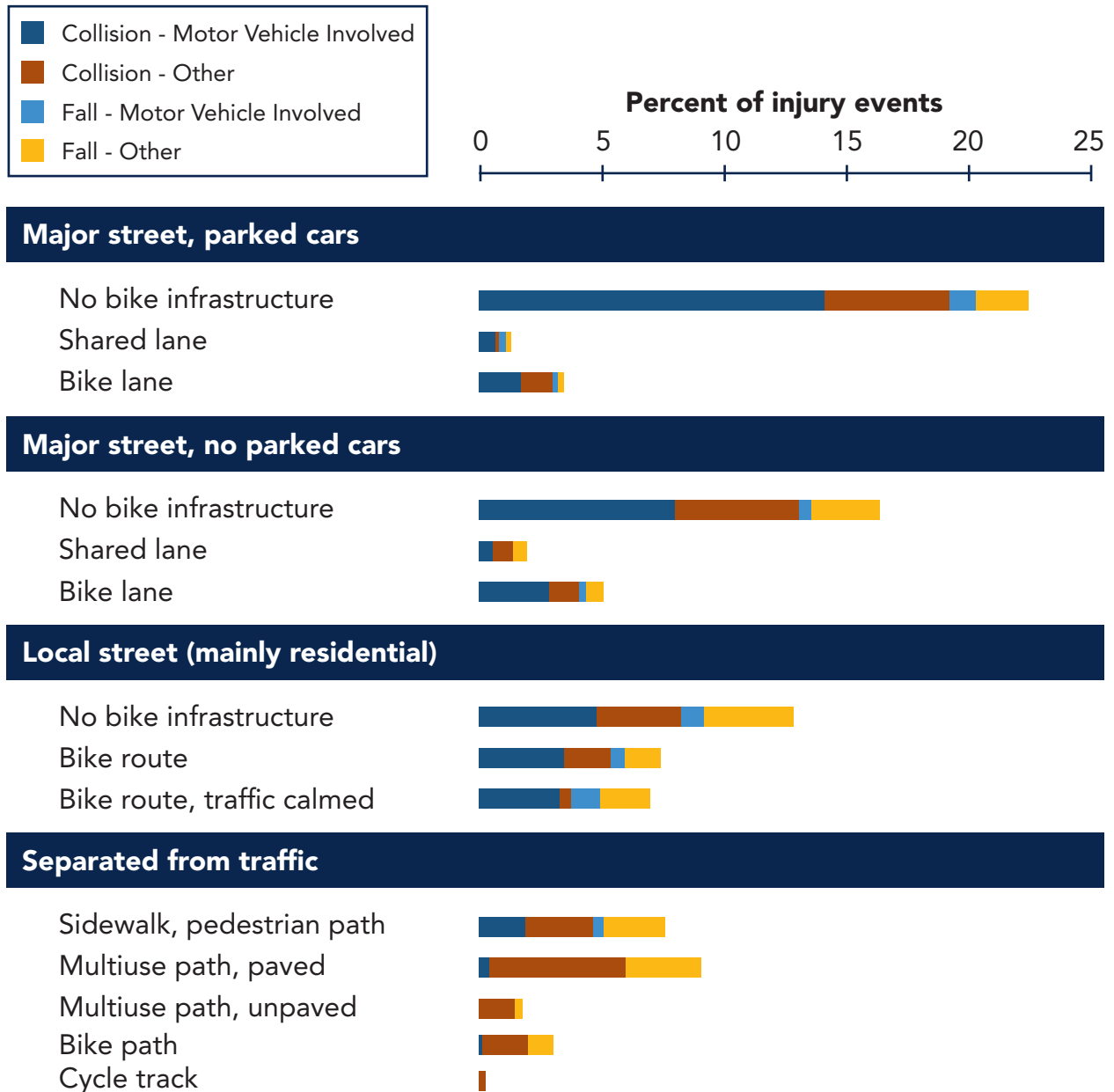
**Figure 4:** Continuum of Bicycle Facilities



The risks associated with different facility types should also be carefully considered during the design process, as some facilities present a higher risk of injury. [Figure 5](#) below illustrates the varying levels of injury risk associated with different types of facilities. It clearly shows that separating vulnerable road users from motor vehicle traffic significantly reduces the risk of injury for road users.

**Figure 5:** 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).



In looking at the research from the Can-Bics guide to determine why Shared Lanes appear to be slightly (2-3%) safer than Bike Lanes, the difference appears to be in the definition. The Can-Bics team included “high-stress” routes like painted bike lanes in their definition of “Bike Lanes”. Given that paint offers no protection from vehicles, while shared lanes are ONLY located on low-volume, low speed corridors, it is no surprise that there is a slight safety improvement between painted bike lanes and shared lanes.

## Design Guidance

The project team served as expert advisors for the development of the Infrastructure Canada (INFC) funded *Cycling in Diverse Environments: A Supplement to The Canadian Bikeway Comfort and Safety Classification System Report* being developed by the Cities, Health & Active Transportation Research (CHATR) Lab at Simon Fraser University.

In 2019, the CHATR Lab developed the Canadian Bikeway Comfort and Safety (Can-BICS) classification system, with support from the Public Health Agency of Canada (PHAC). Can-BICS categorizes cycling infrastructure into five cycling facility types and three comfort classes. These facility categories and comfort classes are based on a review of professional cycling facility design guidelines and public health research on how different facility types affect road safety for cyclists and encourage cycling participation as shown in [Table 2](#). The classes are as follows:

- **High Comfort Bikeways** include low stress routes, comfortable for most people. These include cycle tracks alongside busy roads, local street bikeways, and off-road bike paths that are paved
- **Medium Comfort Bikeways** are low to medium stress routes which can be considered comfortable for some people such as multi-use pathways that are paved
- **Low Comfort Bikeways** are high stress routes that are comfortable for few people such as painted bike lanes

Certain facility types did not reach the standards of comfort and safety used in the Can-BICS classification system. These include signed-only local street shared roadways and major street shared lanes marked with sharrows (a road marking in the form of two inverted V-shapes). Although these routes may serve as connectors within designated pathways, they offer limited benefits in terms of comfort and safety, both real and perceived.

The 2024 report aims to supplement the Can-BICS classification system by clarifying its application in small towns, rural, and remote communities. It also provides a high-level summary of cycling facilities by street class.

**Table 2:** Summary of Can-BICS cycling facilities relevant in the context of small towns, rural, and remote communities, ordered by street class.

Street Class	Operational Context (14)	Motor Traffic Volumes and Speeds	Cycling Facility
<b>Local Street</b>	Roads without lanes (undivided central traffic path) where motor traffic volumes and speeds are low. Primary function is adjacent land access	Very low volume - Walking pace	<b>Residential Shared Street<sup>1,2</sup></b>  New route type for context of small towns, rural, and remote communities
		Low volume - Low speed	<b>Local Street Bikeway<sup>2</sup></b>
<b>Collector Street</b>	Two and three-lane roads with moderate motor traffic volumes and speed. Carries local trips within neighbourhoods and connects local streets to arterials	Moderate volume and speed	<b>Painted Bike Lanes</b>
<b>Arterial Street</b>	Multi-lane roads with high motor traffic volumes and speeds. Primary mobility function. Carries municipal and regional trips	High volume - High speed	<b>Cycle Track or Multi-use Path</b>
<b>N / A</b>	Independent corridors away from roads	N/A	<b>Bike Path or Multi-use Path<sup>3</sup></b>

1 Motor vehicle volumes subordinate to pedestrian and cyclist volumes.

2 Heavy agricultural traffic (≥ 10 vehicles / peak hour) preclude use of residential shared roadways (p.34)(2).

3 Separate walking and cycling paths used on user volume and mix thresholds in Part IV.



The Can-BICS update introduces a new facility type for small towns, rural, and remote communities: Residential Shared Streets. These are residential streets without curbs or sidewalks, designed with a narrow profile where people driving, cycling, and walking (including those using mobility aids) share the same space. Signage and pavement markings guide users, indicating that cyclists and pedestrians are the primary users, while cars are considered guests. Pavement materials may vary to distinguish road spaces, but the entire roadway remains accessible to all users. Features like staggered landscaping, street furniture (i.e. bollards, planters, bicycle racks), and on-street parking, when present, help limit motor vehicle flow and keep speeds at a walking pace ( $\leq 10$  km / h). This facility type falls under the Neighbourhood Greenways category below.

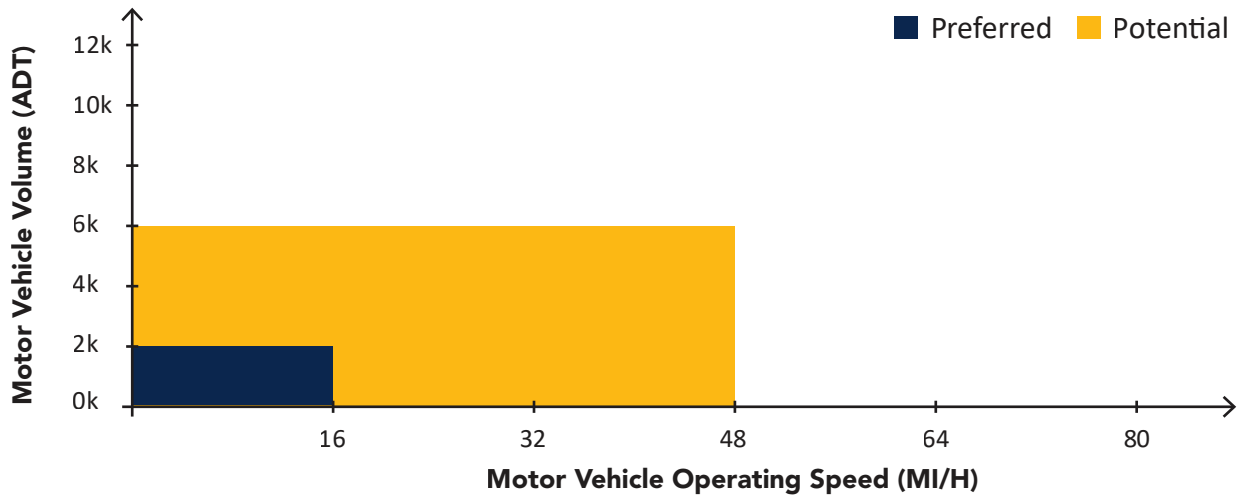
## Neighbourhood Greenways

Neighbourhood Greenways, also called neighbourhood bikeways or local street bikeways, are streets designed to prioritize and improve cycling and pedestrian travel. These greenways provide safe, convenient routes for cyclists and pedestrians while minimizing conflicts and risks from high motor vehicle traffic volumes and speeds. They are typically implemented on streets with low traffic volumes ( $<2,500$  vehicles per day) and low speeds ( $<40$  km / h) as demonstrated in [Figure 6](#). Additional paved surfaces may be required to provide sidewalk space for pedestrians.

Benefits of Neighbourhood Greenway facilities include:

- Enhanced comfort for cyclists by lowering motor vehicle speeds and volumes
- Improved conditions for pedestrians when implemented with sidewalks and enhanced pedestrian crossings
- Improved quality of life for residents through calmer traffic and safer crossings
- Local residential roads connected to commercial corridors and community services such as schools
- May reduce the incidence of serious injuries through reduced travel speeds
- Less visually impactful than separated facilities

**Figure 6:** Preferred and Potential Vehicle Volumes and Speeds for Neighbourhood Bikeways



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Neighbourhood Greenways 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 Greenways include:

**Traffic Calming:** Speed tables and raised crosswalks to reduce motor vehicle speeds and create a safer environment for cyclists.





**Typical cross section required:** Not applicable as these facilities fit within the existing roadway, and do not require any additional right of way.

**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 (green painted areas at an intersection that provides a safe space for cyclists to wait at a red light). 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. A separated facility with a half-signal to stop vehicle traffic while pedestrians and cyclists cross can be seen in one of the images above.

**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 and connect to other cycling infrastructure or destinations.

**Table 3:** Cost, Comfort, AAA (All Ages and Abilities), Road Safety Rating for Neighbourhood Greenways

Cost (Low / Med / High, per km)	Level of comfort (Low / Med / High)	All Ages and Abilities (Y / N)	Road Safety Level (Low / Med / High)
Low - \$52.00 per km	Medium - (if vehicle speeds and volumes reduced to <1500 VPDs and average vehicle speeds <30 km/hr)	Yes – if vehicle volumes and speeds meet design targets	Medium – no physical separation between cyclists and vehicles

## 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 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 to reduce conflict and the risk of injury posed by multiple 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. Typically, multi-use pathways are a minimum of 2.7m wide
- **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, bicycle racks, and lighting for safety during low-light conditions



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

There are many benefits of multi-use pathway facilities. These include:

- A dedicated facility for users of all ages and abilities
- In some cases, access to areas that are otherwise only accessible via limited-access roadways
- Non-motorized access to natural and recreational areas, providing greater opportunities and improved access to recreation across all socioeconomic backgrounds
- In some cases, a shortcut between communities or neighbourhoods
- Promotes tourism by providing convenient access to natural areas or offering an enjoyable recreational experience
- Minimal footprint and can maintain a unique rural character

Key considerations include:

- Adding more striping and signage may disrupt the low-clutter aesthetic of a rural environment
- Multi-use pathways require a wider roadway to provide an accessible shoulder space

**Table 4:** Multi-use Pathways Design Guidance

Item	Industry Standards	Notes
Multi-use Pathway Width	2.7 – 4.5 m	<ul style="list-style-type: none"> <li>• 2.7m acceptable in constrained locations</li> <li>• 4.5m width includes 3.0m painted bikeway and 1.5m painted walking path</li> </ul>

## Geometric Design

The geometric design of multi-use use pathways should support the speed and volume of expected user types.

- A 3.0 m width is recommended in most situations and will be adequate for moderate to heavy use
- A 0.6 m shoulder should be provided on each side of the path, kept clear of vertical elements or obstructions
- 2.7m is the absolute minimum allowed for a two-way bicycle path and is only recommended for low traffic situations or for short lengths
- 3.6–4.3 m is recommended for heavy use situations with high concentrations of multiple users
- Wider paths are beneficial for accommodating maintenance vehicles, ensuring comfortable passing on steep grades, and providing additional operating space through curves in the pathway

**Table 6:** Minimum Path Width for Volume and User Mix

Volume and User Mix	Recommended Minimum Path Width
Low volume (less than 50 users in one direction per hour), low mix (75 percent bicyclists, 25 percent pedestrians)	2.7–3.0 m
Low volume (less than 50 users in one direction per hour), heavy user mix (50 percent bicyclists, 50 percent pedestrians)	3.6 m
High volume (150 or more users in one direction per hour), low mix (75 percent bicyclists, 25 percent pedestrians)	3.6–4.2 m

**Vehicle Speeds and Volumes:** Multi-use pathways operate in independent corridors and are fully separated from traffic. Facility provision is based on opportunity and connectivity rather than roadway context. In some cases, an independent corridor may offer similar connectivity and access to destinations such as a nearby roadway.

## Markings

- **Striping:** Under most conditions, center line markings are not necessary, and path users will naturally keep right except to pass. On shared use paths with heavy peak hour and / or seasonal volumes, the use of a center line stripe may help delineate pathway traffic
  - When striping is required, use a 10 cm broken yellow center line stripe with 10 cm solid white edge lines
  - Solid center lines can be provided on tight or blind corners and on the approaches to roadway crossings
  - Mark edge lines on paths expecting evening use
- **Signs:** In a mixed user environment, yield etiquette signs may be used. Many communities have created customized signage to reflect local user groups and conditions. Bikes Yield to Peds (R9-6) signs may be used at the entrances of path segments to remind cyclists of the requirement to yield
  - Signs can clarify yielding rules in shared use environments and may be modified based on expected user types





## Trails

The Trans Canada Trail defines a “Trail” as: *a type of infrastructure that is purposefully designed and used for one or more recreation activities or for active transportation. To be recognized as a trail, it must be approved by the landowner, mapped and marked, as well as actively managed and maintained.*

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

Trails can be found in a wide range of settings, including urban areas, parks, forests, valleys, and rural landscapes. They offer opportunities for people to connect with nature, engage in physical activity, and explore the outdoors.

Trails vary in type, each designed for specific purposes or user groups. Common trail types include:

- **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 urban environment, as well as connect parks, waterfronts, or neighbourhoods. These trails often promote active transportation and provide alternative routes for commuting or leisure activities.



Trans Canada Trail has also developed a “Recreation Setting Spectrum” to guide the selection of the appropriate facility type and development level based on the specific recreation setting:

**Figure 7:** TCT “Recreation Setting Spectrum” for Trails



Given the level of development and recreation setting that currently exists in Altona, most trails in Altona can be considered as either “Developed”, “Frontcountry” or “Midcountry”.



## Sidewalks

Sidewalks offer a designated, safe, comfortable, and accessible space for pedestrians. They are physically separated from the roadway by a curb or an unpaved buffer.



*Sidewalk in a similar community setting (Dauphin, MB).*

### **Characteristics:**

- Sidewalks are essential for pedestrian safety and comfort, especially in areas with mixed land uses or where roadways have high traffic volumes or speeds
- Legal crosswalks often exist at all intersections, whether marked or not. A crosswalk at an intersection is defined as the extension of the sidewalk across the intersection
- Unmarked crosswalks include lane markings, stop lines, yield lines, or other traffic control markings placed outside the unmarked crosswalk area. A crosswalk can only exist at a midblock location if it is properly marked
- Marked crosswalks are placed at intersections or midblock crossings based on professional assessment and should not be used indiscriminately
- The minimum width for a marked crosswalk is 1.8 m
- For better visibility, the best crosswalk marking for areas without traffic control or in the middle of blocks is the high visibility “continental” pattern. Continental crosswalk markings use thick, longitudinal striping oriented parallel to the approaching travel lanes to increase the visibility of pedestrian crossings for both pedestrians and motorists. Motorists are warned to expect pedestrian crossings while approaching the intersection and to stop for crossing pedestrians because these pavement markings can be detected sooner than traditional parallel line crosswalk markings. When placed away from vehicle tire tracks, these markings can last much longer than traditional line crosswalks



- Use of transverse line crosswalk markings (solid white lines that run in the direction of pedestrian travel to mark the crosswalk's edges) should be limited to signalized intersections, or crossings of side streets controlled by stop signs
- Minor crossings of local streets may be unmarked
- Rapid Rectangular Flashing Beacons (RRFBs) have gained significant popularity due to their affordability, solar-powered capability for installation in various locations, and their proven effectiveness in significantly improving vehicular stop compliance rates
- Sidewalks are appropriate on all types of roadways where pedestrian activity is likely
- Sidewalks are highly recommended in developed areas and can also serve short-distance travel between built-up zones. For example, they are useful along or near highways in rural areas, particularly near pedestrian-generating developments such as neighbourhoods, schools, and businesses

#### **Benefits of sidewalks include:**

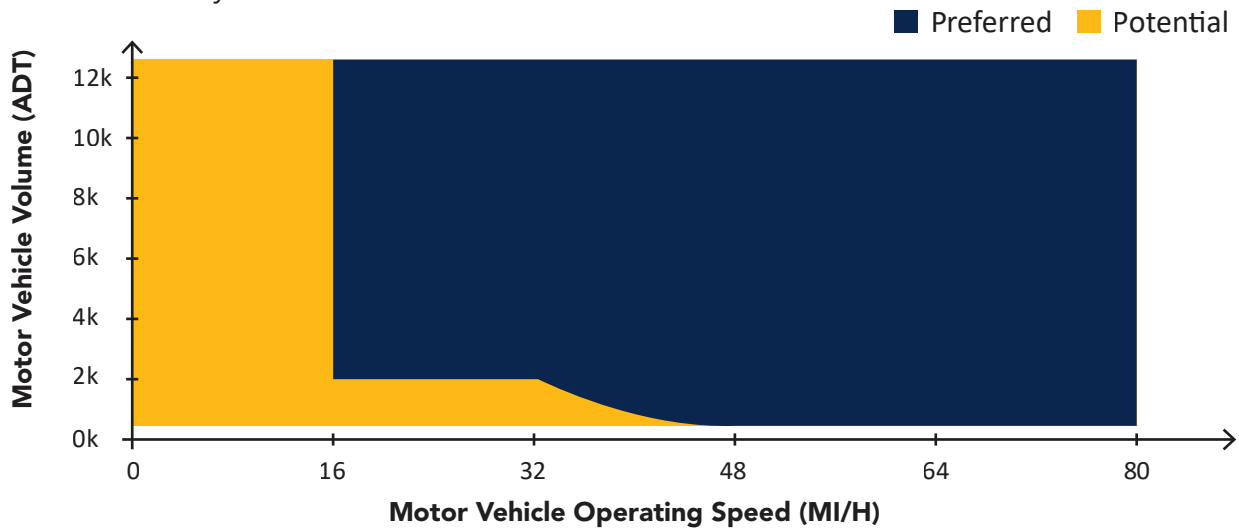
- A dedicated place within the public right-of-way for pedestrians to safely travel
- Reduces pedestrian collisions in rural areas and “walking along roadway” crashes
- May notably increase levels of walking in areas with high traffic speeds and / or volumes

#### **Considerations:**

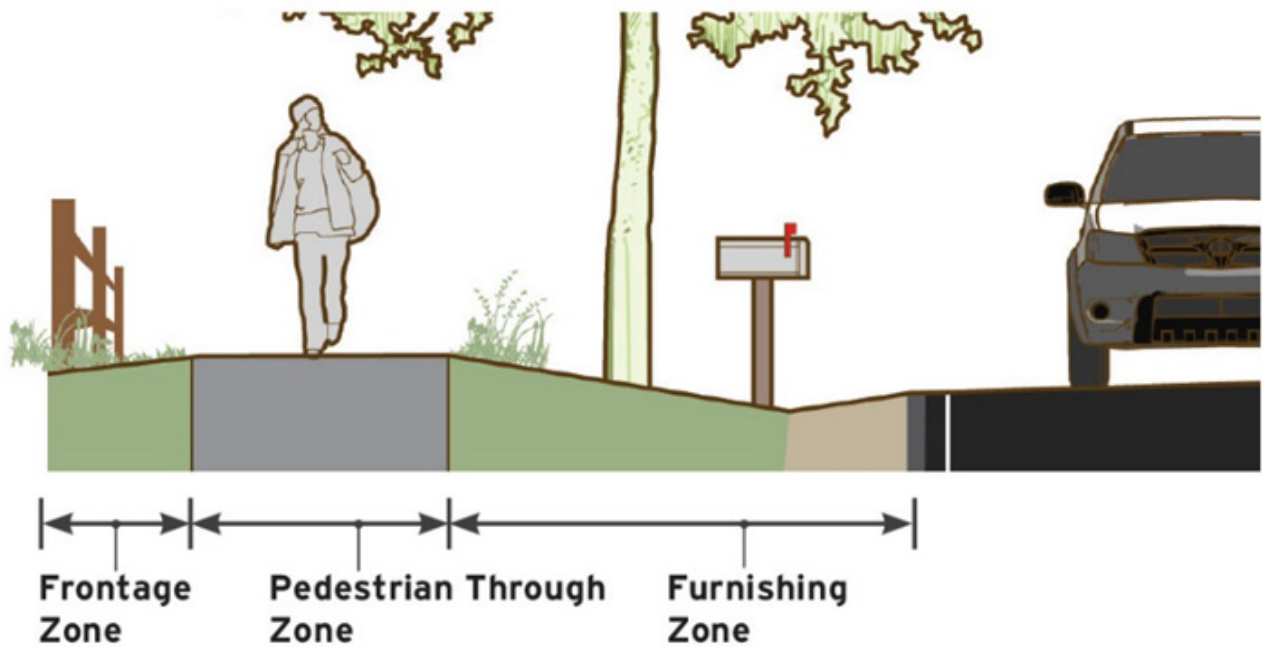
- Sidewalks may not support a rural visual character when configured with curb and gutter and no landscaped separation
- They require a moderate-width roadside environment to ensure adequate separation and space for the sidewalk outside the adjacent roadway



**Figure 8:** Sidewalks are recommended on all but the lowest speed and low volume roadways



**Figure 9:** Sidewalks should be physically separated from the roadway by an unpaved buffer separation, barrier or curb edge. (Source: Small Town and Rural Design Guide)



# Proposed Active Transportation Network Corridors, Prioritization, and Costs

The proposed active transportation network is designed to enhance the existing infrastructure while adding new sections in areas of highest demand. The recommended corridors are outlined in detail below, with explanations for their selection as well as suggested facility types to guide future study and design processes for each corridor.

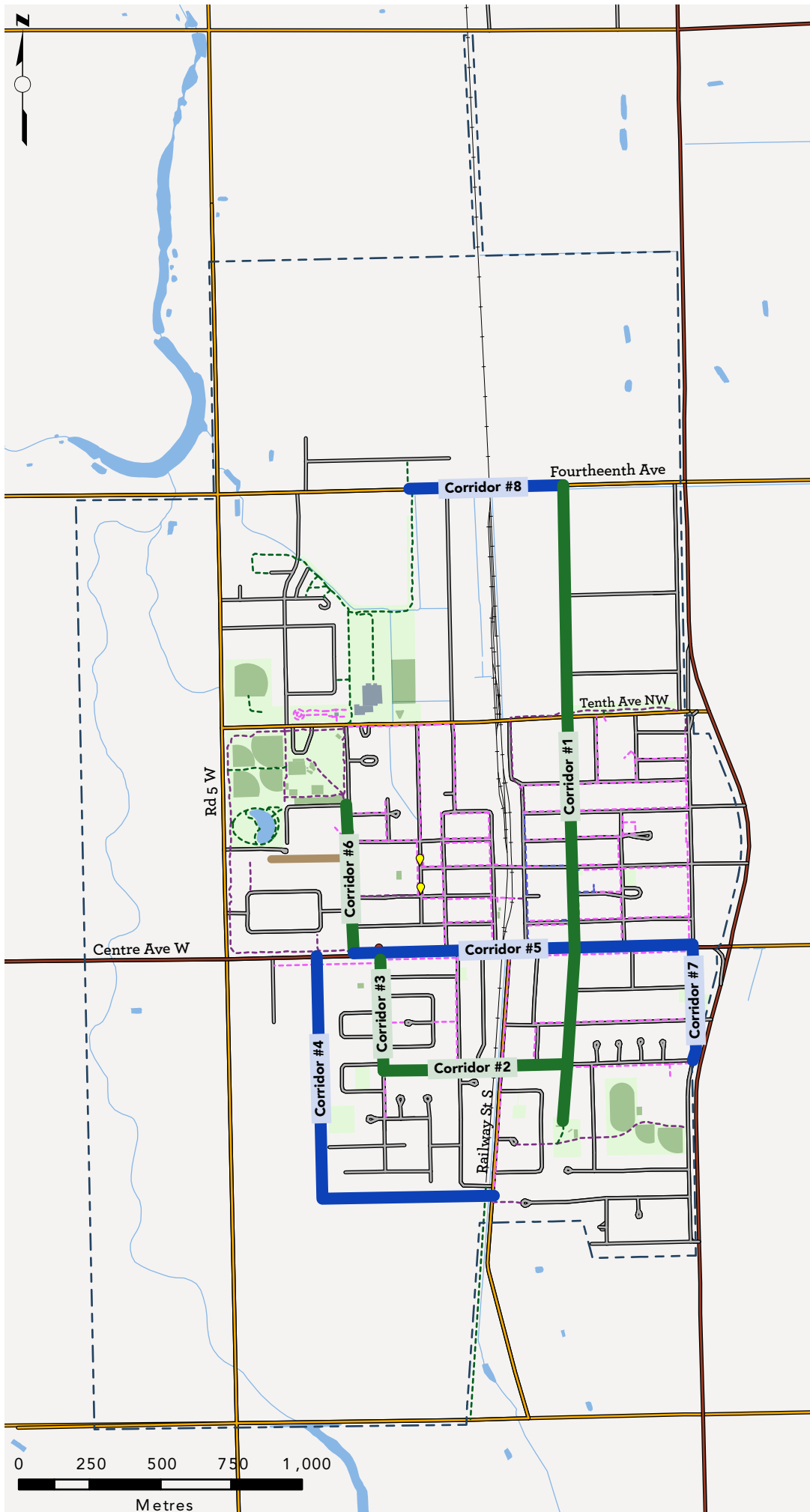
All eight of these corridors in the recommended active transportation network were identified through input from community members and stakeholders during the public and stakeholder engagement process. Each corridor was subsequently evaluated in terms of feasibility, community benefits, network integration, and community demand.

The proposed active transportation network will enhance and expand the existing trail, multi-use pathway, and sidewalk systems, providing direct connections to more residential and commercial areas, closing significant gaps in the trail network. The network offers new opportunities for residents and visitors to engage with the Town on a more personal, human scale. By creating spaces for walking, wheeling, and cycling, the recommended network will not only promote tourism but also foster better community health and improve road safety for all users.

Order-of-magnitude capital cost estimates, along with ongoing operating and maintenance budget projections used to generate the corridor cost ranges, are provided in [Appendix D](#). These estimates are intended solely for planning purposes to give a general sense of relative costs and should not be used for budgeting, as actual costs may vary significantly. Not included in these estimates are additional potential costs, such as detailed project design, retaining walls, and utility pole removal or replacement, which can be substantial. In areas requiring these treatments, the cost per kilometre will be notably higher.

The Town should continue to explore opportunities for collaboration with developers, agencies, and other levels of government to establish cost-sharing agreements or secure grant funding to help offset the total project costs. Cost estimates have been prepared for both MTI and Town-owned roadways.





**Legend**

--- Altona Municipal Boundary

**Intersections**

◊ Crosswalk  
 ● Signaled Crosswalk

**Transportation Network**

Trails, Sidewalks, Pathways by Surface Type

--- Asphalt  
 --- Brick  
 --- Concrete  
 --- Granular  
 --- Greenways

--- Multi-use Path  
 --- Previously Planned Multi-use Path

**Roads**

--- Highway  
 --- Collector  
 --- Local Street, Ramp  
 --- Railway

**Facilities**

■ Indoor  
 ■ Outdoor  
 ■ Parks

**Water**

■ Waterbodies  
 --- Stream/Drainage

**Map 7:** Map of recommended Active Transportation Network in Altona



## Corridor #1:

### Primary North - South Neighbourhood Greenway

#### Cost Range:

- 88K assuming improvements are limited to signage, pavement markings, and speed humps or tables
- 176K with the addition of curb bump outs

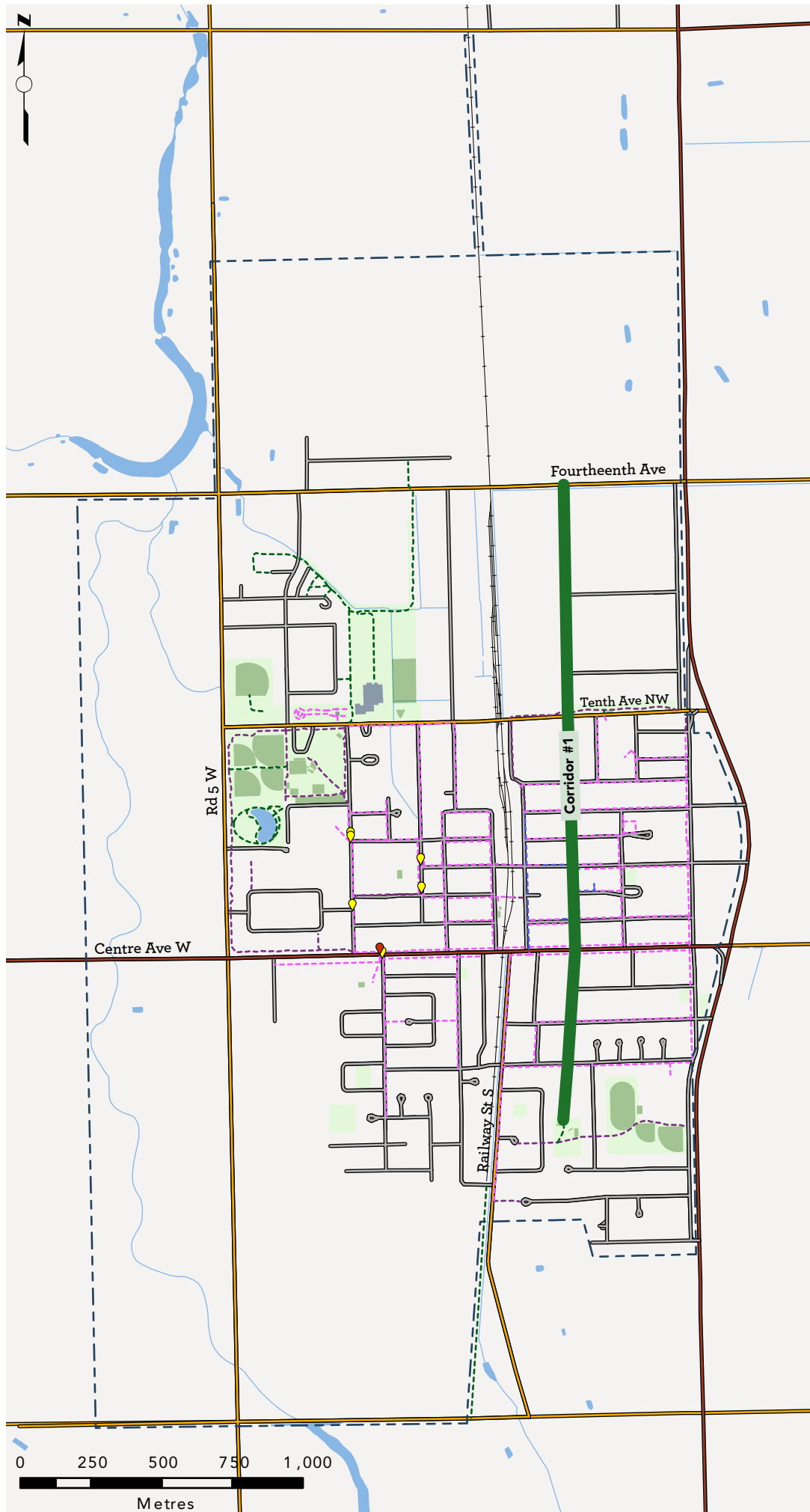
**Timeframe / Priority:** Short 1 - 5 years

**Proposed Location:** 2nd St NE - SE from 14th Ave to Ash Park

**Rationale:** Creating cycling facilities along 2nd St NE would provide a critical north – south corridor running the length of the Town. This corridor would offer cycling access to several employment centres along 2nd St NE, commercial businesses at the Altona Mall and other local businesses. At the southern end, it would connect to Ash Park and the W.C. Miller pathway, providing a safe cycling route for students attending W.C. Miller Collegiate. This corridor was identified as a priority corridor in both the public engagement survey conducted in 2024, as well as the ACAN Altona Active Transportation Survey Report conducted in November of 2023.

**Corridor Length:** 2.2 kms

**Recommended Facility Type:** Neighbourhood Greenway with a reduced speed limit to 30 km / hr, installation of speed humps or tables to encourage drivers to reduce speeds, signage to indicate bike route, pavement markings to designate bike route and encourage slower driving speeds, and curb bump-outs, where feasible, to narrow vehicle travel lanes.



**Legend**

--- Altona Municipal Boundary

**Intersections**

- ◆ Crosswalk
- ◆ Signaled Crosswalk

**Transportation Network**

Trails, Sidewalks, Pathways by Surface Type

- Asphalt
- Brick
- Concrete
- Granular
- Greenways

- Multi-use Path
- Previously Planned Multi-use Path

**Roads**

- Highway
- Collector
- Local Street, Ramp
- Railway

**Facilities**

- Indoor
- Outdoor
- Parks

**Water**

- Waterbodies
- Stream/Drainage

**Map 8:** Corridor #1 recommended improvements

## Corridor #2:

### East - West Neighbourhood Greenway

#### Cost Range:

- 26K assuming improvements are limited to signage, pavement markings, and speed humps or tables
- 52K with the addition of curb bump outs

**Timeframe / Priority:** Long 10 - 20 years

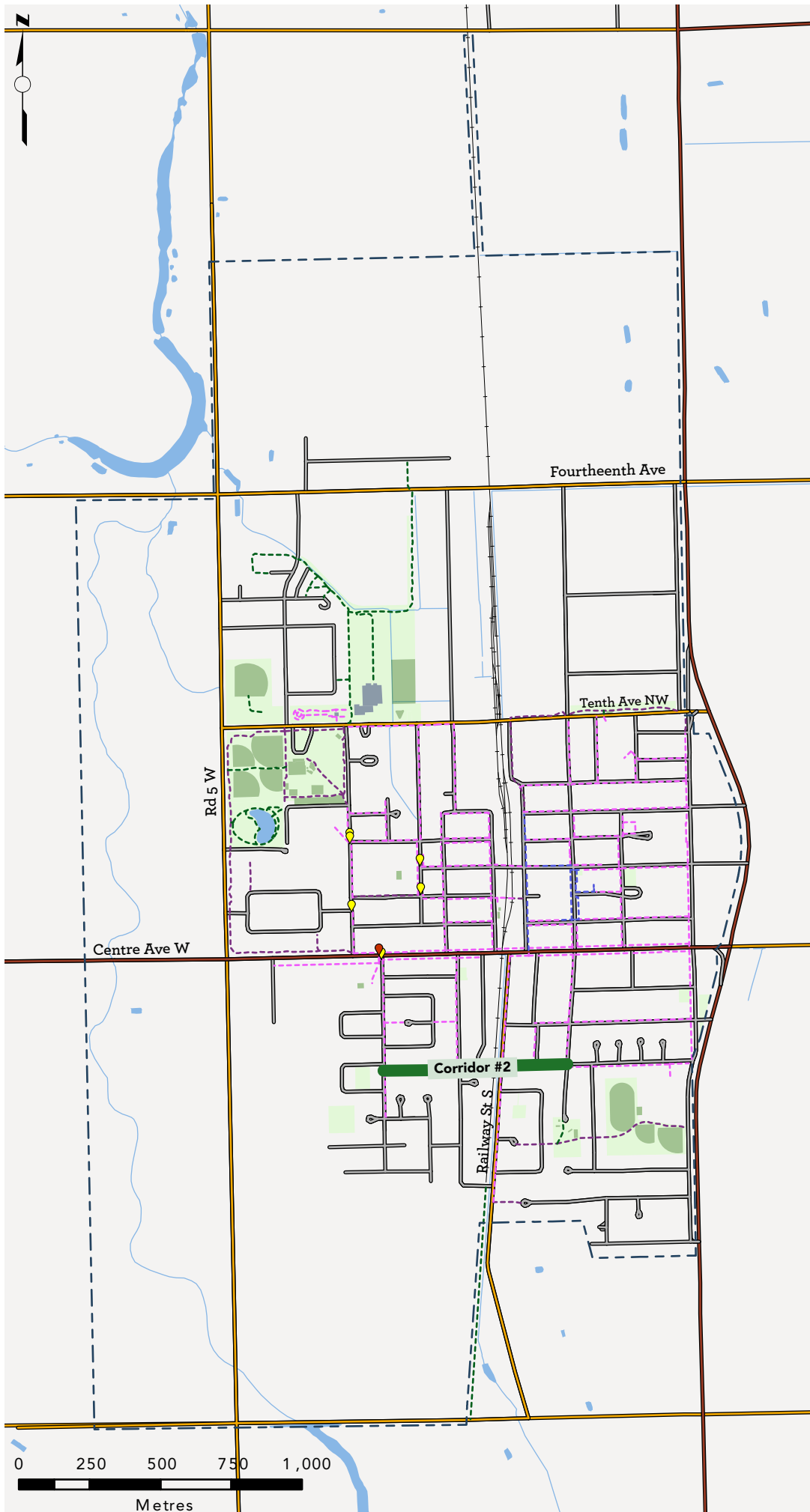
**Proposed Location:** 4th Ave SE - SW from 2nd St to 4th St SW

**Rationale:** A cycling facility along this corridor would improve conditions for cyclists traveling east or west in the southern part of town. It would also provide a safer cycling route for students living in the south end and attending École Elmwood School. This corridor was highlighted in both the public engagement survey conducted in 2024 and the 2023 ACAN Altona Active Transportation Survey Report.

**Corridor Length:** 650 m

**Recommended Facility Type:** Neighbourhood Greenway with a reduced speed limit to 30 km / hr, installation of speed humps or tables to encourage drivers to reduce speeds, signage to indicate bike route, pavement markings to designate bike route and encourage slower driving speeds, and curb bump-outs, where feasible, to narrow vehicle travel lanes.





**Legend**

--- Altona Municipal Boundary

**Intersections**

- ◆ Crosswalk
- ◆ Signaled Crosswalk

**Transportation Network**

Trails, Sidewalks, Pathways by Surface Type

- Asphalt
- Brick
- Concrete
- Granular
- Greenways

- Multi-use Path
- Previously Planned Multi-use Path

**Roads**

- Highway
- Collector
- Local Street, Ramp
- Railway

**Facilities**

- Indoor
- Outdoor
- Parks

**Water**

- Waterbodies
- Stream/Drainage

**Map 9:** Corridor #2 recommended improvements



## Corridor #3:

### Secondary North - South Neighbourhood Greenway

#### Cost Range:

- 16K assuming improvements are limited to signage, pavement markings, and speed humps or tables
- 32K with the addition of curb bump outs

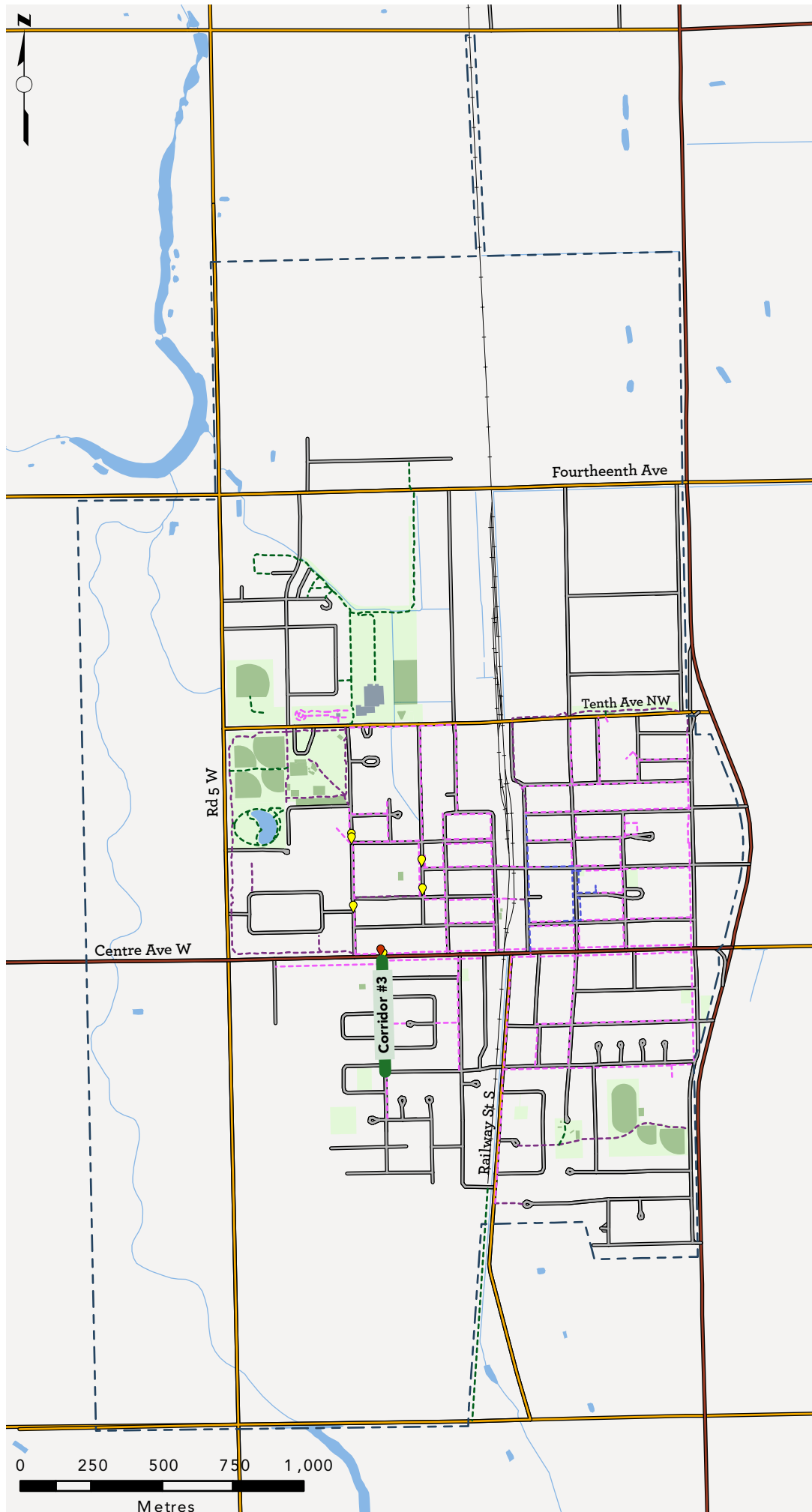
**Timeframe / Priority:** Short 1 – 5 years

**Proposed Location:** 4th St SW from 4th Ave SW to Centre Ave W

**Rationale:** This proposal introduces traffic calming measures along the street adjacent to École Elmwood School, an area of frequent concern for survey respondents, public open house attendees, and community stakeholders. It would also connect southern Altona to the proposed multi-use pathway on Centre Avenue W. This corridor was also identified for improvement in the 2023 ACAN Altona Active Transportation Survey Report.

**Corridor Length:** 400 m

**Recommended Facility Type:** Neighbourhood Greenway with a reduced speed limit to 30 km / hr, installation of speed humps or tables to encourage drivers to reduce speeds, signage to indicate bike route, pavement markings to designate bike route and encourage slower driving speeds, and curb bump-outs, where feasible, to narrow vehicle travel lanes. This would also provide a shorter crossing distance and improved visibility for students attending École Elmwood School.



**Legend**

--- Altona Municipal Boundary

**Intersections**

◆ Crosswalk  
 ◆ Signaled Crosswalk

**Transportation Network**

Trails, Sidewalks, Pathways by Surface Type

--- Asphalt  
 --- Brick  
 --- Concrete  
 --- Granular  
 --- Greenways

--- Multi-use Path  
 --- Previously Planned Multi-use Path

**Roads**

--- Highway  
 --- Collector  
 --- Local Street, Ramp  
 --- Railway

**Facilities**

■ Indoor  
 ■ Outdoor  
 ■ Parks

**Water**

■ Waterbodies  
 --- Stream/Drainage

**Map 10:** Corridor #3 recommended improvements

## Corridor #4:

### Southwest Multi-use Pathway

#### Cost Range:

- 875K assuming there are no curb and gutter, or drainage modifications required. This cost excludes lighting and property impacts
- 1.75M if utility relocation and drainage upgrades are required

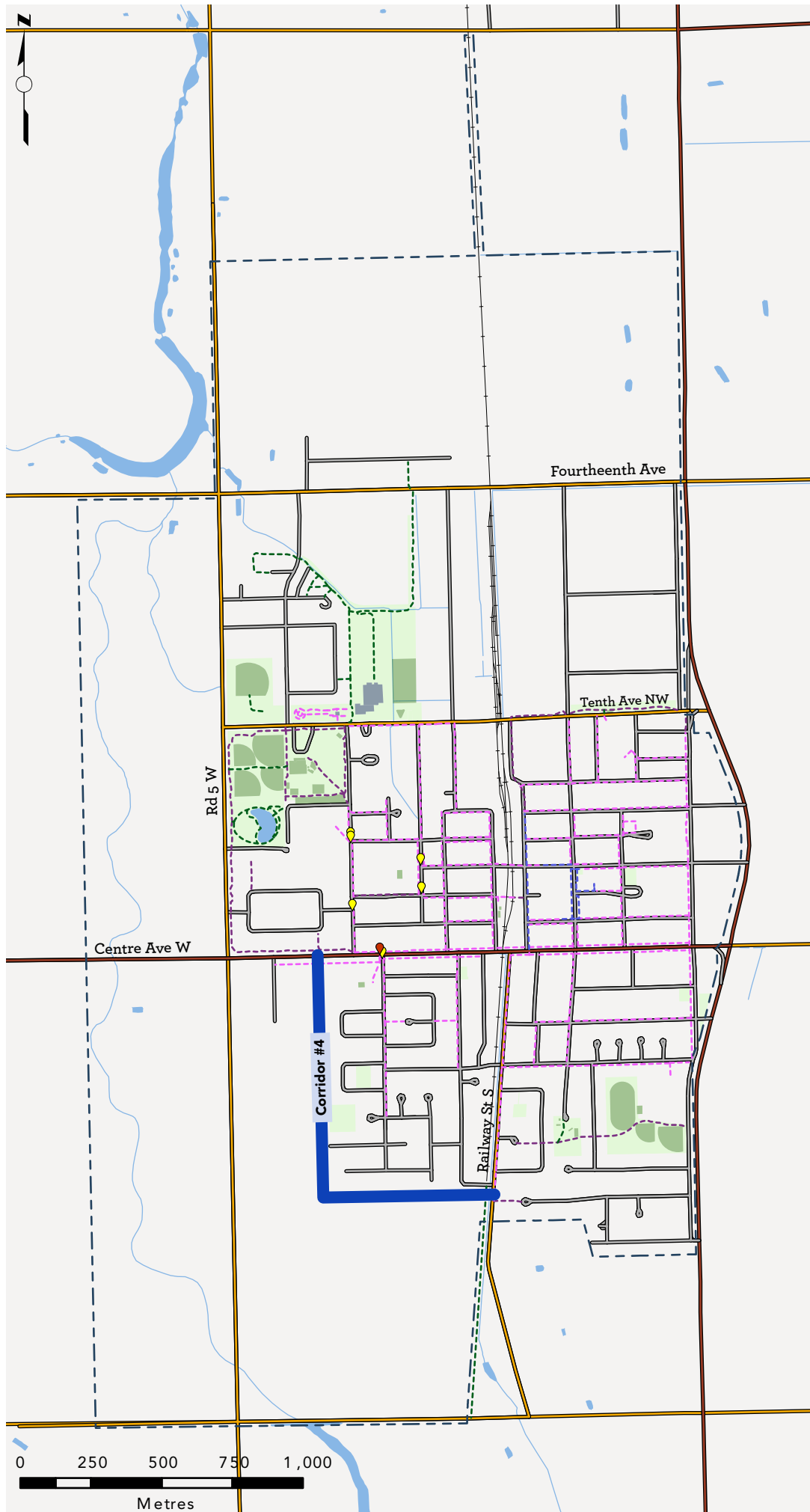
**Timeframe / Priority:** Medium 5 – 10 years

**Proposed Location:** Railway St S, extending westward to head north behind Redwood Bay and Sunflower Crescent to connect to Centre Ave W

**Rationale:** Developing this walking and cycling facility would establish a vital east-west and north-south connection for residents in the south end of Altona. It would extend the existing pathway at the end of Elmcrest Dr, creating an important recreational and commuter trail for residents. Additionally, it would provide a continuous, separated facility linking to the recreational amenities in the northwest corner of Altona and the proposed multi-use pathway along the north side of Centre Ave. This facility was identified through stakeholder, public, and online engagement conducted in 2024, as well as in the 2023 ACAN Altona Active Transportation Survey Report.

**Corridor Length:** 1.75 kms

**Recommended Facility Types:** Multi-use pathway either paved (asphalt surface) or unpaved (crushed granular surface) depending on funds available for construction and ongoing maintenance.



**Legend**

--- Altona Municipal Boundary

**Intersections**

- ◆ Crosswalk
- ◆ Signaled Crosswalk

**Transportation Network**

Trails, Sidewalks, Pathways by Surface Type

- Asphalt
- Brick
- Concrete
- Granular
- Greenways

- Multi-use Path
- Previously Planned Multi-use Path

**Roads**

- Highway
- Collector
- Local Street, Ramp
- Railway

**Facilities**

- Indoor
- Outdoor
- Parks

**Water**

- Waterbodies
- Stream/Drainage

**Map 11:** Corridor #4 recommended improvements



## Corridor #5:

### Centre Ave Multi-use Pathway

#### Cost Range:

- 600K assuming there are no curb and gutter, or drainage modifications required. This cost excludes lighting and property impacts
- 1.2M if utility relocation and drainage upgrades are required

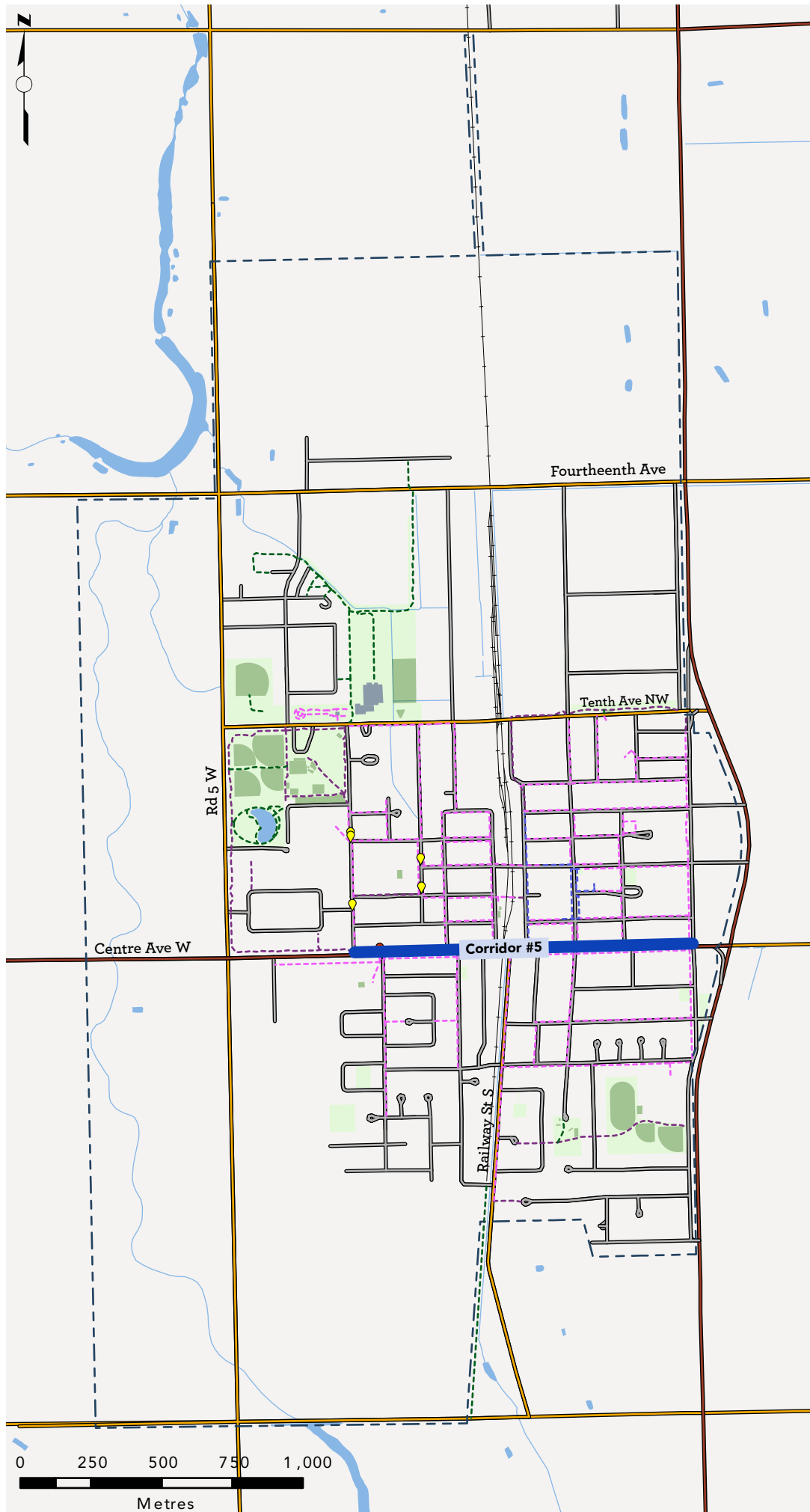
**Timeframe / Priority:** Short 1 – 5 years

**Proposed Location:** North side of Centre Ave from 5th St SW to 6th St NE

**Rationale:** This corridor would close a significant gap in the proposed cycling network, enabling pedestrians and cyclists to safely access recreational facilities such as Buffalo Creek Nature Park, Centennial Park, and the Altona Aquatic Centre via the existing multi-use pathway on the north side of Centre Avenue, starting at 5th St SW and running north alongside Rd 5 W. It would separate cyclists and pedestrians from the vehicle lanes on Centre Avenue, a high-speed, high-traffic corridor. This facility would provide a crucial east-west connection across the town, linking the downtown core with residential neighbourhoods and allowing residents to walk or bike to essential commercial services. Discussions with Manitoba Transportation and Infrastructure (MTI) about the feasibility of this project along a Provincial Highway have already taken place, and they have expressed support for the concept.

**Corridor Length:** 1.2 kms

**Recommended Facility Types:** Multi-use pathway with an asphalt surface treatment consistent with the multi-use pathway to the west is recommended. The existing right-of-way has enough space to accommodate a multi-use pathway, with a small buffer from the roadway, separate from the sidewalk.



**Legend**

--- Altona Municipal Boundary

**Intersections**

- ◆ Crosswalk
- ◆ Signaled Crosswalk

**Transportation Network**

Trails, Sidewalks, Pathways by Surface Type

- Asphalt
- Brick
- Concrete
- Granular
- Greenways

- Multi-use Path
- Previously Planned Multi-use Path

**Roads**

- Highway
- Collector
- Local Street, Ramp
- Railway

**Facilities**

- Indoor
- Outdoor
- Parks

**Water**

- Waterbodies
- Stream/Drainage

**Map 12:** Corridor #5 recommended improvements



## Corridor #6:

### Secondary North - South Neighbourhood Greenway

#### Cost Range:

- 22K assuming improvements are limited to signage, pavement markings, and speed humps or tables
- 44K with the addition of curb bump outs

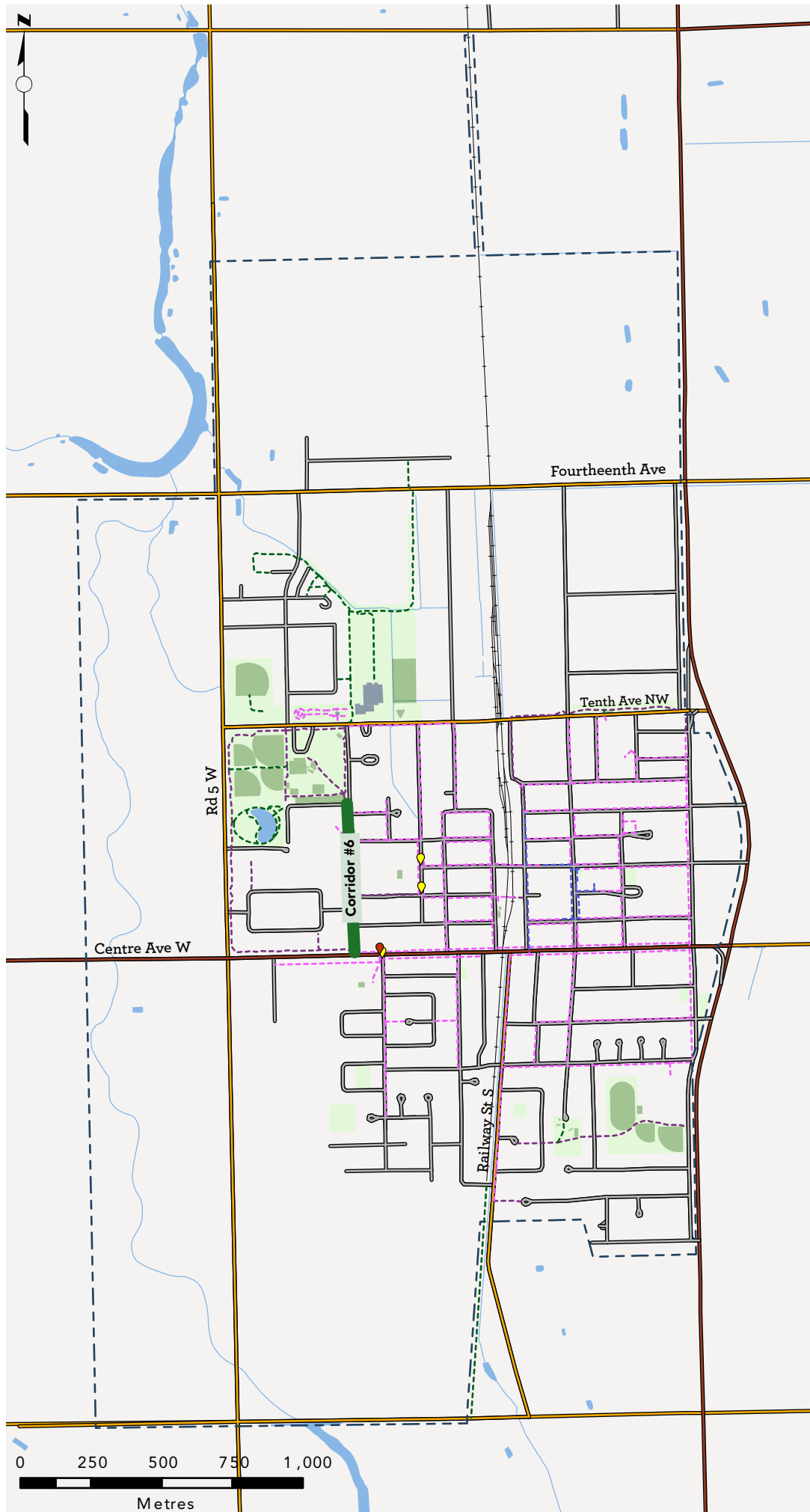
**Timeframe / Priority:** Long 10 - 20 years

**Proposed Location:** 5th St NW from Centre Ave to Park Rd

**Rationale:** Create safer routes to school for students attending École Parkside Junior High School and École West Park School. This would connect the schools to the proposed multi-use pathway along Centre Avenue, as well as to recreational amenities like the Altona Nature Park and the Altona Aquatic Centre.

**Corridor Length:** 530 m

**Recommended Facility Types:** Neighbourhood Greenway with a reduced speed limit to 30 km / hr, installation of speed humps or tables to encourage drivers to reduce speeds, signage to indicate bike route, pavement markings to designate bike route and encourage slower driving speeds, and curb bump-outs, where feasible, to narrow vehicle travel lanes.



**Legend**

--- Altona Municipal Boundary

**Intersections**

- ◆ Crosswalk
- ◆ Signaled Crosswalk

**Transportation Network**

Trails, Sidewalks, Pathways by Surface Type

- Asphalt
- Brick
- Concrete
- Granular
- Greenways

- Multi-use Path
- Previously Planned Multi-use Path

**Roads**

- Highway
- Collector
- Local Street, Ramp
- Railway

**Facilities**

- Indoor
- Outdoor
- Parks

**Water**

- Waterbodies
- Stream/Drainage

**Map 13:** Corridor #6 recommended improvements



## Corridor #7:

### Southeast Multi-use Pathway

#### Cost Range:

- 2K assuming there are no curb and gutter, or drainage modifications required. This cost excludes lighting and property impacts
- 4K if utility relocation and drainage upgrades are required

**Timeframe / Priority:** Medium 5 – 10 years

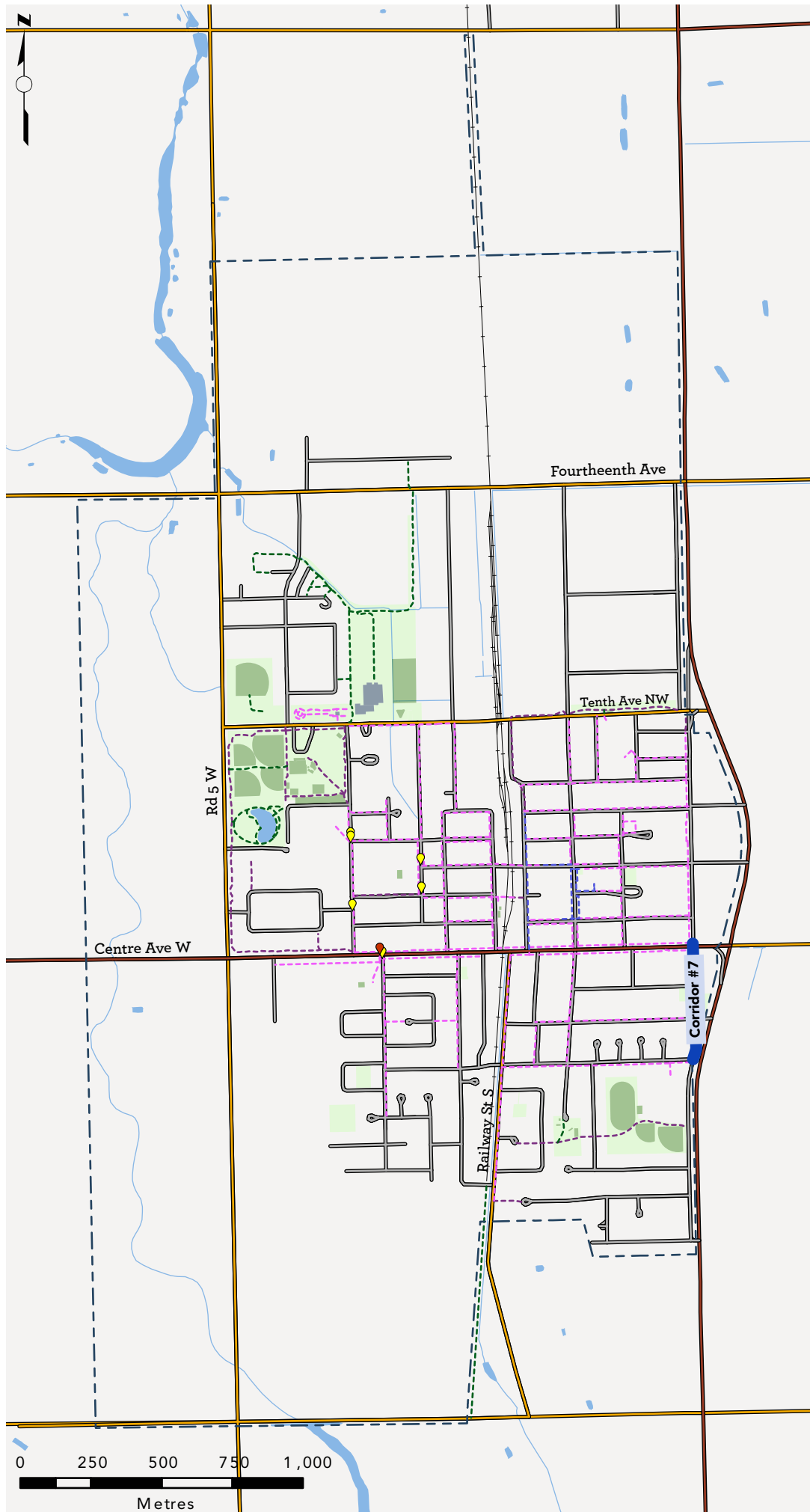
**Proposed Location:** 6th St NE from Centre Ave E to 4th Ave SE

**Rationale:** This facility provides an important north – south connection to W.C. Miller Collegiate and links to the proposed multi-use pathway on Centre Avenue, making it a key segment of the overall active transportation network. This facility was identified through stakeholder, public, and online engagement conducted in 2024, as well as in the 2023 ACAN Altona Active Transportation Survey Report.

Additionally, it is recommended to expand the width of the existing sidewalk south of 4th Ave SE to connect to the W.C. Miller Pathway as future road renewal opportunities arise.

**Corridor Length:** 400 m

**Recommended Facility Types:** Multi-use pathway with an asphalt surface treatment consistent with the multi-use pathway / sidewalk to the south of 4th Ave SE is recommended. The current sidewalk that exists along this section of roadway could be widened to 3 meters (or more) to permit use by pedestrians and cyclists and to meet current design standards.



**Legend**

--- Altona Municipal Boundary

**Intersections**

- ◆ Crosswalk
- ◆ Signaled Crosswalk

**Transportation Network**

Trails, Sidewalks, Pathways by Surface Type

- Asphalt
- Brick
- Concrete
- Granular
- Greenways

- Multi-use Path
- Previously Planned Multi-use Path

**Roads**

- Highway
- Collector
- Local Street, Ramp
- Railway

**Facilities**

- Indoor
- Outdoor
- Parks

**Water**

- Waterbodies
- Stream/Drainage

**Map 14:** Corridor #7 recommended improvements



## Corridor #8:

### North Multi-use Pathway

#### Cost Range:

- 265K assuming there are no curb and gutter, or drainage modifications required. This cost excludes lighting and property impacts
- 530K if utility relocation and drainage upgrades are required

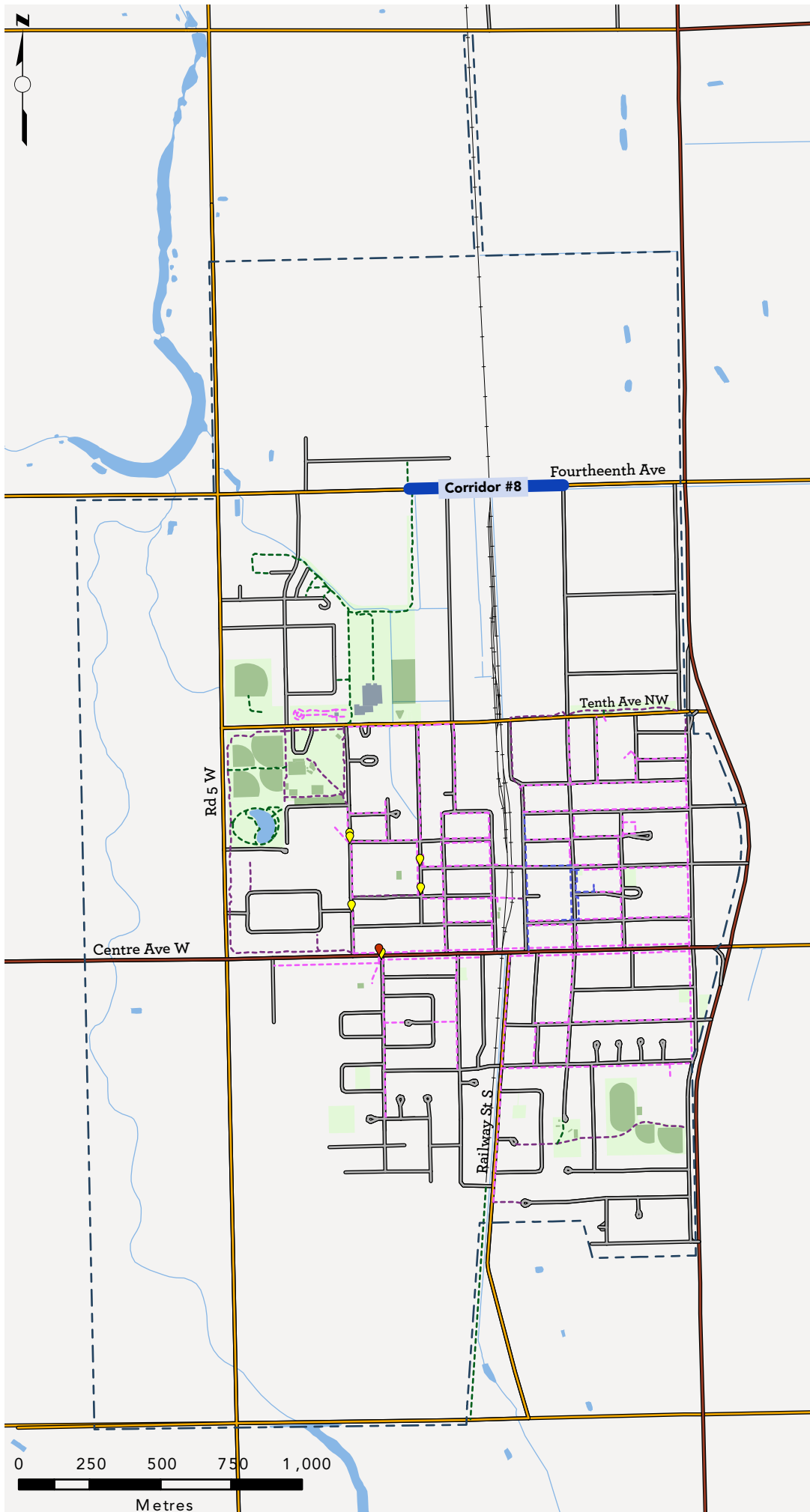
**Timeframe / Priority:** Long 10 - 20 years

**Proposed Location:** 14th Ave NE from 2nd St NE to existing multi-use pathway south of 14th Ave

**Rationale:** This corridor offers a safe, separated facility for pedestrians and cyclists along a route with large vehicle users. The proposed route connects homes in the Arrowhead Lane development with the 2nd St E facility, creating a recreational loop from downtown to the north side of town. Additionally, it links recreational facilities in the western part of town to the broader active transportation network. This facility was identified through stakeholder, public, and online engagement conducted in 2024, as well as in the 2023 ACAN Altona Active Transportation Survey Report.

**Corridor Length:** 530 m

**Recommended Facility Types:** Multi-use pathway with an unpaved surface (crushed granular surface) consistent with the rest of the multi-use pathway to the south that connects to the cluster of recreation amenities such as Millennium Exhibition Centre, the Altona Community Garden, the Bridge Skatepark, Gallery in the Park, Access Field, and Centennial Park.



**Legend**

--- Altona Municipal Boundary

**Intersections**

- ◆ Crosswalk
- ◆ Signaled Crosswalk

**Transportation Network**

Trails, Sidewalks, Pathways by Surface Type

- Asphalt
- Brick
- Concrete
- Granular
- Greenways

- Multi-use Path
- Previously Planned Multi-use Path

**Roads**

- Highway
- Collector
- Local Street, Ramp
- Railway

**Facilities**

- Indoor
- Outdoor
- Parks

**Water**

- Waterbodies
- Stream/Drainage

**Map 15:** Corridor #8 recommended improvements



## Proposed Priority Projects

During the development of the Recreation and Active Transportation Master Plan, several existing priority corridors were identified for Active Transportation Network improvements. These form both an east-west and north-south spine through the Town of Altona.

The recommended active transportation improvements included in this Master Plan cover approximately 7.7 kilometres of new pedestrian facilities, cycling facilities, and traffic calming design solutions.

The estimated capital costs are intended solely for planning purposes to provide a relative cost overview and should not be used for budgeting, as each corridor will require further feasibility studies and actual costs may differ significantly.

The following chart provides a summary of the proposed active transportation network by corridor with associated costs and phasing.

**Table 7:** Phase 1 - Corridors 1, 3, and 5 (Short Term 1 – 5 years)

Corridor Name	Facility Type	Length (km)	Estimated Capital Cost
<b>Corridor # 1</b> Primary North - South Neighbourhood Greenway	Neighbourhood Greenway	2.2 kms	88K (Assuming improvements limited to signage, pavement markings, and speed humps / tables
			176K with the addition of curb bump outs
<b>Corridor # 3</b> Secondary North - South Neighbourhood Greenway	Neighbourhood Greenway	400 m	16K Assuming improvements limited to signage, pavement markings, and speed humps / tables
			32K with the addition of curb bump outs
<b>Corridor # 5</b> Centre Ave Multi-use Pathway	Multi-use Pathway (Assuming no curb and gutter, or drainage modifications are required. Excludes lighting and property impacts)	1.2 kms	600K
	Multi-use Pathway (utility relocation / drainage required)		1.2M
<b>Estimated Total Cost</b>			<b>704K - 1.5M</b>



**Table 8:** Phase 2 - Corridors 4 and 7 (Medium 5 – 10 years)

Corridor Name	Facility Type	Length (km)	Estimated Capital Cost
<b>Corridor # 4</b> Southwest Multi-use Pathway	Multi-use Pathway (Assuming no curb and gutter or drainage modifications required. Excludes lighting and property impacts)	1.75 kms	875K
	Multi-use Pathway (utility relocation / drainage required)		1.8M
<b>Corridor # 7</b> Southeast Multi-use Pathway	Multi-use Pathway (Assuming no curb and gutter or drainage modifications required. Excludes lighting and property impacts)	400 m	200K
	Multi-use Pathway (utility relocation / drainage required)		400K
<b>Estimated Total Cost</b>			<b>1.2M – 2.2M</b>



**Table 9:** Phase 3 - Corridors 2, 6, and 8 (Long Term 10 – 20 years)

Corridor Name	Facility Type	Length (km)	Estimated Capital Cost
<b>Corridor # 2</b> East - West Neighbourhood Greenway	Neighbourhood Greenway (assuming improvements are limited to signage, pavement markings, and speed humps or tables)	650 m	26K  52K (with the addition of curb bump outs)
<b>Corridor # 6</b> Secondary North - South Neighbourhood Greenway	Neighbourhood Greenway (assuming improvements are limited to signage, pavement markings, and speed humps or tables)	530 m	22K  44K (with the addition of curb bump outs)
<b>Corridor #8</b> North Multi-use Pathway	Multi-use Pathway (assuming no curb and gutter, or drainage modifications are required. Excludes lighting and property impacts)	530 m	265K
	Multi-use Pathway (utility relocation / drainage required)		530K
<b>Estimated Total Cost</b>			<b>313K – 626K</b>





75



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# **7.0 Next Steps: Implementation and Funding Strategies**





# 7.0 Next Steps: Implementation and Funding Strategies

## Strategies and Key Considerations for Decision Making

Strategies and key considerations presented in this section reflect the vision, goals, and guiding principles set forth in this Master Plan. These strategies and key considerations identify improvements to existing facilities, propose new facilities, and identify a range of supportive policies, programs, and practices that can be considered to increase recreation and active transportation in the community.

### Supportive Policies, Programs, and Practices

Policies, programs, and practices encompass a range of approaches designed to support and implement the recommendations set forth in the Altona Recreation and Active Transportation Master Plan. For example:

**Land Use Planning:** to determine which areas of available Town owned land should be set aside for parks and recreation, or which transportation corridors should be designated for the overall trail network to optimize connectivity, safety, and accessibility throughout Altona. Encourage active transportation routes through land use planning and support higher-density, mixed-use infill development that promotes walking, cycling, and other active modes of transport. This includes designing storefronts to face sidewalks, minimizing large parking lots in front of storefronts, and exploring opportunities to develop new pathways within existing utility, railway, and surplus road right-of-ways.

**Land Use Rezoning:** to acquire additional land within Altona’s Municipal boundaries for recreation and active transportation facilities. For example, lands designated as Residential Low Density and Agricultural Restricted offer potential for future recreation and active transportation facilities in Altona. Key considerations for rezoning include ownership, cost to purchase, infrastructure, access, and drainage considerations to name a few. Adjacent uses for land use rezoning also play an important role when determining which lands to rezone.

**Site Selection:** plays an important role when determining where different recreation and active transportation facilities will be located. Consideration of land ownership, existing topography and vegetation, site drainage, adjacent uses, existing (or nearby infrastructure), environmental impacts, and proximity to target user groups are key elements when locating future facilities.

**Multi-Purpose Facilities:** to allow for multiple recreation activities to take place in one location to optimize available Altona owned land within the Town’s municipal boundaries.

**Operations & Maintenance Considerations:** are crucial when planning new recreation and active transportation facilities to ensure their long-term sustainability, safety, and functionality while minimizing costs and maximizing user satisfaction.

**Environmental Sustainability:** by following best practices to minimize ecological impact, preserve natural resources, and ensure proposed facilities can be enjoyed by future generations with minimal impact to the environment and surrounding uses.

**Tourism Initiatives:** recreation and active transportation facilities can attract visitors, boost local economies, and enhance the overall appeal and sustainability of the community. Explore opportunities to promote experiential tourism that highlights local arts, culture, and heritage. Support the growth of bicycle and walking tourism, including guided tours in the downtown area, near Gallery in the Park, and at the Memory Garden.

Furthermore, partnerships, joint-use agreements, sponsorships, and fiscal responsibility all play an important role in implementing future recreation and active transportation facilities within Altona.

## Supportive Programs for Active Transportation

Active transportation infrastructure and facility improvements are crucial for enhancing safety and comfort for users to walk, cycle, or wheel. Research has shown that combining these improvements with supportive programs, policies, and practices leads to a greater mode shift than AT facility improvements alone. Below are several programs, policies, and practices for the Town of Altona and its partners to consider:

1. **Active and Safe Routes to Schools:** Collaborate with the BLSB to explore creating and maintaining an Active and Safe Routes to School (ASRTS) program, which can include various initiatives such as:
  - **Walking School Bus (WSB) Programs:** A group of children walking to school with one or more adults. This can be informal with neighbourhood families taking turns or a structured route with a timetable and assigned WSB leader.
  - **Bike Trains:** Similar to the walking school bus but involves a group of students biking to school together under adult supervision.
  - **Walk and Bike to School Days:** Special events, often held annually, to encourage students and parents to try walking or biking to school.
  - **Safe Routes Mapping:** Creating maps that highlight the safest routes for walking or biking to school, often developed with input from local communities and traffic safety experts.
  - **Traffic Safety Education:** Programs that teach children about road safety, pedestrian rules, and safe biking practices. Manitoba Public Insurance Bike Education and Skills Training (BEST) Program works with Manitoba School Divisions to deliver bike skills training in schools as part of the physical education curriculum.
  - **Crossing Guard Programs:** Ensuring that trained adults are present to help children safely cross streets near schools.
  - **Remote Drop-Off Programs (“Drive to Five”):** Encouraging parents to drop off their children at a location a short distance from the school (a five minute walk) to reduce traffic congestion and encourage a short walk.



- **School Travel Planning (STP):** Developing a comprehensive plan that involves the school, parents, and the community to increase active transportation and improve safety. STP's have been conducted at numerous schools in the City of Winnipeg, with several resulting in locally supported built environment improvements.
- **Walking Audits:** Engaging community members to assess walkability and safety of routes to school, identifying areas for improvement.
- **Incentive Programs:** Providing rewards or recognition for students who walk or bike to school regularly.
- **Parent and Student Surveys:** Collecting data to understand current travel behaviors and barriers to active transportation.

2. **Lead by example to encourage and incentivize the Town of Altona employees to walk or cycle to work:**

- Explore bicycle financing programs
- Participate in nation-wide active transportation celebrations, such as Bike to Work Week and Pedal Poll
- Create encouragement activities, such as "Walk and Wheel Wednesdays"



### 3. **Provide bicycle end-of-trip facilities:**

- Provide bicycle parking and other end-of-trip facilities at Town of Altona owned and operated facilities
  - This can include bicycle repair and maintenance stations located in key locations such as the Altona downtown core
- Develop and implement a bike parking policy to establish requirements for short-term and long-term bicycle parking and end-of-trip facilities
  - Recommend bicycle end-of-trip facilities be considered in all new developments
- Work with event coordinators and partners to provide temporary bicycle parking at community events

### 4. **Active transportation policy and programming support:**

- Work with the RCMP to produce a local road safety report and monitor pedestrian and cycling safety trends
- Review and update current minimum maintenance standards and ice-snow removal requirements for active transportation infrastructure including sidewalks, bicycle lanes, and multi-use pathways
- Develop a Transportation Demand Management (TDM) program to work with local businesses to encourage employees to use sustainable modes of transportation
- Investigate and address the impact of new and shared mobility on the active transportation network, facility design, and Town policy

## Planning & Implementation Criteria

The Recreation and Active Transportation Master Plan is just the beginning, with much work still ahead. The strategies and actions outlined in the Master Plan provide a roadmap for the Town of Altona to achieve the vision, goals, and recommendations set by community members and key stakeholders. These actions lay the foundation for implementation over the next twenty years. Moving forward, substantial investment and resources will be needed to bring the plan to life. This includes funding for new and upgraded infrastructure, maintenance of both existing and new facilities, development of new standards and policies, resources for new programming and public education, and additional staffing. Achieving the Master Plan's vision, goals, and recommendations will require continued support from the Town, Mayor and Council, and key partners, including community organizations, neighboring municipalities, and the Provincial Government.

**Community and stakeholder feedback will continue to be critical to improving recreation and active transportation in Altona.** Many of the recommended actions, improvements, and strategies identified in the Master Plan will require additional technical work and community input. The Town will need to work closely with strategic partners, community members, and stakeholder groups to make progress with implementing the plan and its recommendations.

**The implementation plan focuses on creating recreation and active transportation opportunities in high priority areas over the next twenty years.** Designed as an action-oriented guide, the Master Plan prioritizes the execution of key projects, with an emphasis on implementing the high priority projects as well as the short-, medium-, and long-term actions.

**The Master Plan is a dynamic, living document that should be reviewed and updated regularly.** As a long-term plan, we recognize that community interests and priorities may evolve. While many priorities will likely remain stable, there is flexibility in the specific routes, strategies, and actions. The Town will need to assess the feasibility of, and develop designs for, the recommended recreation and active transportation improvements, with input from the community and stakeholders for each project. Additionally, the Town will need to conduct periodic reviews of the Master Plan to monitor progress and ensure that its recommendations and actions remain aligned with the Town's evolving priorities.



## Decision Making Framework

Providing a clear framework for prioritizing recreation and active transportation facilities in Altona ensures that informed, consistent, and strategic decision-making is made. This helps to prioritize recreation and active transportation facilities that best meet the needs of the community, optimize available space, and support long-term sustainability.

### **The following are recommended criteria to consider when planning for future recreation and active transportation facilities:**

1. Does the proposed facility align with the guiding principles and goals of the Master Plan?
2. Is the proposed facility one of the Master Plan recommendations?
3. Is the proposed location of the facility on Altona owned land or private land? What are the requirements and costs for acquiring land that is privately owned?
4. Who will be operating and maintaining the proposed facility?
5. Will the proposed facility strengthen the local economy?
6. Does the proposed facility leverage collaborative partnerships, funding sources, existing revenue streams, or volunteer groups?
7. Does the proposed facility consider areas of greatest need, where significant gaps exist, where safety is a concern, equity, accessibility, and inclusion?
8. Does the proposed facility or investment consider resident feedback, usage rates, and consultation with Town staff?

Prioritizing and advancing new or improved facilities involves multiple factors, making the process inherently subjective and influenced by political considerations, so flexibility is essential. The criteria and prioritization guidelines should align with the guiding principles and goals as well as the recommendations presented in the Master Plan. It is also important to maintain flexibility as needs evolve, change, and new priorities emerge.



## Monitoring and Reporting

Regular monitoring and reporting to both Council and the community is crucial to ensure progress toward the Master Plan vision, goals, and recommendations. It will also help the Town allocate financial and staff resources effectively for prioritized actions and improvements. Additionally, tracking progress will allow the Town to identify changing conditions and evolving community or Council priorities, which may necessitate updates to the plan. Monitoring should be:

- **Meaningful** - Yield purposeful results and point to the success in achieving the vision, goals, and recommendations of the plan
- **Measurable** – Establish criteria that are measurable and for which data or information can be readily obtained
- **Manageable** - Implementation should take resource limitations into account and identify measures where information is easily accessible, or data collection is straightforward

## Recreation and Active Transportation Funding Strategies

While the Recreation and Active Transportation Master Plan is intended for implementation over the next 10 years and beyond, costs can be mitigated by seeking external funding from a variety of sources. For example, funding can be accessed through other levels of government, forming partnerships with organizations and local development industry, and integrating cycling and pedestrian projects with other plans and initiatives. This section outlines several strategies the Town can consider to leverage its investments and maximize its capacity to implement recreation and active transportation improvements and facilities.

## Capital Planning and Staff Resources

The Town should integrate the recreation and active transportation recommendations into its operating and capital budgets to ensure projects are included in the capital planning process. To support the implementation of the Recreation and Active Transportation Master Plan, the Town should seek adjustments to its Operating and Capital Budget for 2025 / 2026 and beyond.

The implementation of the Recreation and Active Transportation Master Plan will require not only additional financial resources but also significant staff support. Given the current staffing structure, the Town of Altona should designate a lead staff member to oversee the plan's execution. This individual should collaborate with departments such as Public Works, Trails, Tourism, and Economic Development to implement the plan and enhance recreation and active transportation-related projects and programs.

## Integration

The Town should incorporate recreation initiatives and cycling and pedestrian improvements into other plans and capital projects whenever possible. Many upcoming road renewal programs, development projects, and major capital initiatives already include recreation and active transportation components as part of the Town's network. The most effective way to provide safe and convenient recreation and active transportation facilities, is during the initial planning and design stages of these projects.

Whenever feasible, the Town should look for opportunities to integrate recreation and active transportation facilities with new infrastructure or renewal projects, such as major road resurfacing, servicing upgrades, and new developments. Additionally, the Town should amend existing policies and standards to ensure that recreation and active transportation considerations are incorporated as new developments occur.

## External Funding Sources

The costs associated with implementing the improvements outlined in the Recreation and Active Transportation Master Plan can be significantly reduced by pursuing external funding and partnership opportunities for many of the identified projects. This section outlines funding strategies and potential sources that the Town may consider to help leverage its investments and enhance its ability to implement recreation and active transportation improvements. While the Town already actively monitors grant opportunities, Altona should also explore all available funding sources for recreation and transportation infrastructure programs, including those listed below. (Note: As funding opportunities frequently change, the information in this section is subject to updates.) The following is a list of possible funding sources for the Town of Altona to explore.

## **Provincial Programs and Initiatives**

The Province of Manitoba offers funding for various recreation and active transportation projects and programs that align with the goals and guiding principles underlying the Master Plan recommendations.

**Trails Grant for Manitoba** is funded through Trails Manitoba, this grant 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:

- Provide new recreational trail opportunities which includes extending or improving existing trails, developing new trails, and addressing trail gaps and barriers
- Improve the quality of the existing recreational trail network or the user's experience including safety improvements, signage, wayfinding, and barriers to access
- Maintenance of the 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

The maximum funding available is \$15,000 per application, and this grant has a matching requirement of 2:1, meaning that a minimum investment of \$30,000 is required.

**The Climate Action Fund** supports projects with up to a maximum of \$150,000 that help reduce greenhouse gas emissions, support enhanced resiliency to the impacts from a changing climate, and increasing affordable and clean energy technologies in Manitoba.

**From the Ground Up – Safe Communities for ALL Program** supports the province's commitment to build safe, healthy communities where individuals, children, youth, and families can thrive. Depending on the stream applied for the program can offer up to 50% of eligible project costs to a maximum of \$100,000.

**Heritage Grants Program** helps Manitobans identify, protect, and interpret Manitoba's human and natural heritage. Eligible projects include interpretive signage, exhibitions, and heritage conservation. The program funds up to 50% of eligible expenses with a minimum project expense of \$1,000 with a maximum of \$2,500 for interpretive signage.

## **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.

### **National Active Transportation Fund (ATF)**

In 2022, the Federal Government launched the National Active Transportation Fund (ATF), allocating \$400 million over five years. The fund was significantly oversubscribed, receiving over \$1.3 billion in applications for both the capital and planning streams. However, the entire allocation for 2022 / 2023 was used, with the exception of \$20 million reserved for Indigenous communities. According to discussions with Infrastructure Canada staff, the ATF will be permanently integrated into the Public Transit Fund (PTF), which has an annual budget of \$3 billion. A portion of this fund will be dedicated to active transportation, with new applications expected to be accepted starting in 2025.

### **Green Municipal Funds**

The Federation of Canadian Municipalities oversees the Green Municipal Fund, which has a total allocation of \$550 million. This fund is designed to support municipal efforts to reduce pollution, lower 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.

### **New Developments**

Altona should explore opportunities for recreation and road improvements to be constructed as development occurs within and adjacent to the Town of Altona. This process could be formalized through an update to the Town of Altona's Official Community Plan or through individual negotiations.

## **Local Business and the Private Sector**

Many corporations wish to be responsible community partners by supporting local initiatives and promoting environmentally beneficial causes. Recreation improvements and initiatives, as well as bicycle and pedestrian routes, are ideal candidates for corporate sponsorship and have garnered significant support both locally and across North America.

## **Service Clubs**

In many communities, service clubs (including the Lion's Club and Rotary Club) have been involved in funding recreation improvements and building bicycle infrastructure and facilities including pathways and bicycle parking.

## **Next Steps**

The next steps to complete the Recreation and Active Transportation Master Plan involve refining the existing strategies and incorporating additional input from key stakeholders and the community. While the plan provides a strong foundation, it remains flexible and adaptable to evolving needs, new opportunities, and changing priorities. The Town will continue to engage with local residents, community organizations, and partners to ensure the plan reflects their needs and feedback. Additionally, further feasibility studies will be conducted, and detailed designs will be developed for key projects. Regular updates and reviews will ensure that the plan stays aligned with the Town's goals and resources, allowing for adjustments as necessary to maintain its relevance and effectiveness.

## Image Sources

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**Altona Community Profile, Background Studies, Plans, and Policies**

**Appendix A**



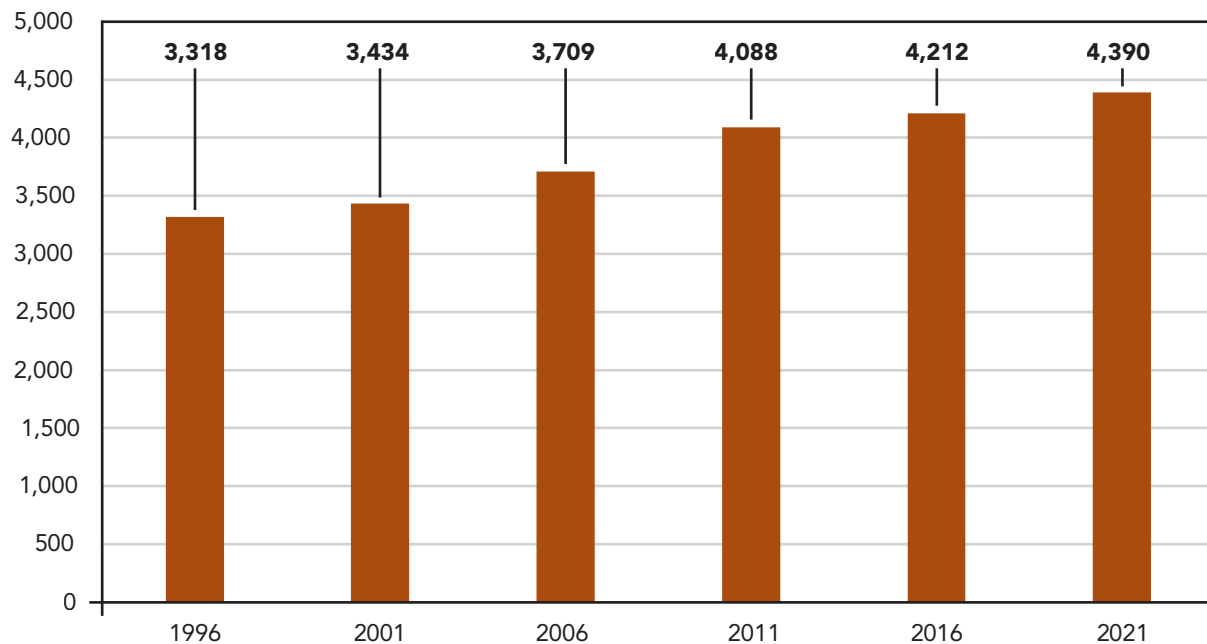
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# Community Profile

## Population Trends

Figure A-1 illustrates the population changes between 1996 to 2021.

**Figure A-1:** Population Change, 1996 to 2021.

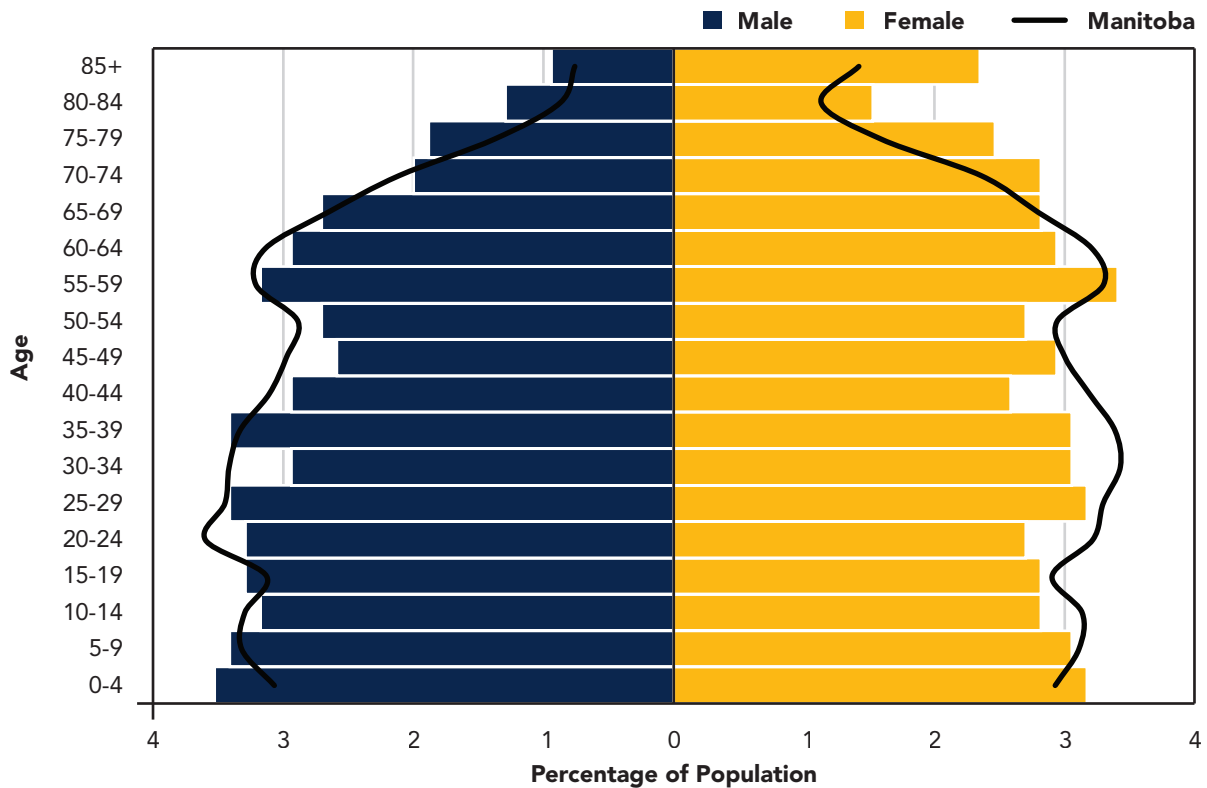


## Population by age and gender

As per [Figure A-2](#), the demographic profile of the Town of Altona closely aligns with that of the province. The gender distribution is nearly balanced, although minor variations exist in some age groups. There's indication of a mildly aging population, evidenced by the higher proportion of people 70 years of age and older. Of those who are 70 years of age and older 18.2% are female and 12.3% are male. The rising number of women can be attributed to the fact that, typically, women tend to have a longer life expectancy than men.

Children under 15 years of age account for 18% of the population, which is similar to the province (18.8%). Approximately, 23.8% of the population in Altona is 65 years of age and older.

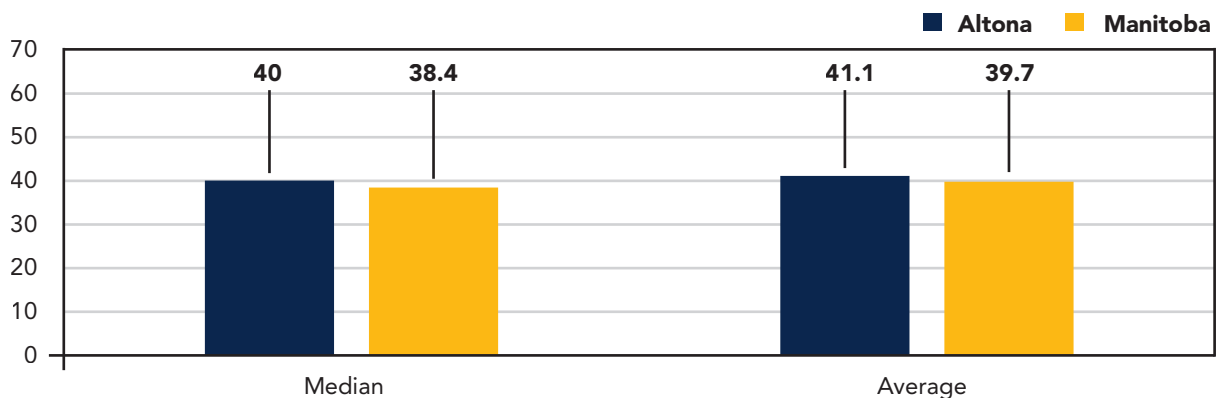
**Figure A-2:** Population Pyramid, Altona, 2021.



## Median and Average Age

The average age in Altona is 41.1 and the median age is 38.4, both slightly higher than the provincial median. This indicates a slightly larger proportion of middle-aged and elderly residents in Altona compared to the provincial average.

**Figure A-3:** Altona Average and Median Ages, 2021.



## Immigration

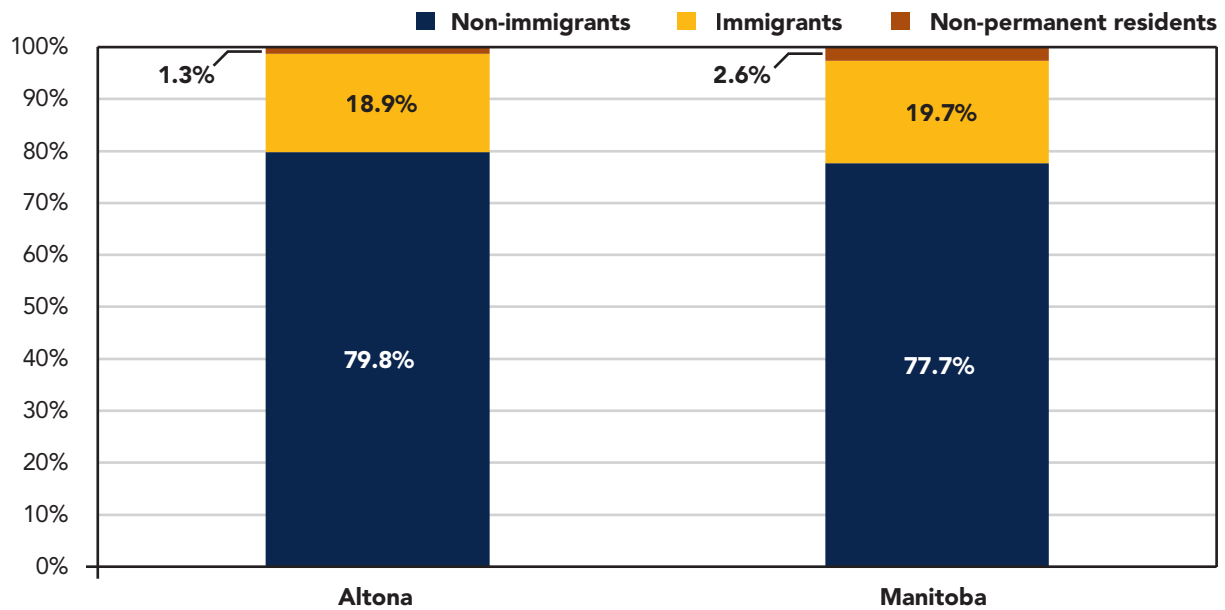
Statistics Canada maintains data on immigration status (i.e., non-immigrants, immigrants, non-permanent residents) and period of immigration. Immigration status is defined as follows:

- *Non-immigrants* include persons who are Canadian citizens by birth.
- *Immigrants* include first-generation immigrants, or persons who are or who have ever been landed immigrants or permanent residents on or prior to May 11, 2021.

### Immigration Status

Altona has a high proportion of immigrants (18.9% or 780 persons).

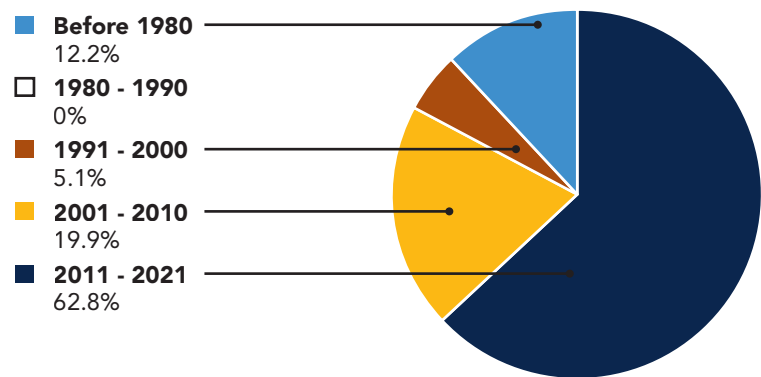
**Figure A-4:** Immigration Status, 2021.



## Period of Immigration

Of people who have immigrated to Altona, the highest proportion immigrated between 2011 to 2021 (62.8% or 490 persons).

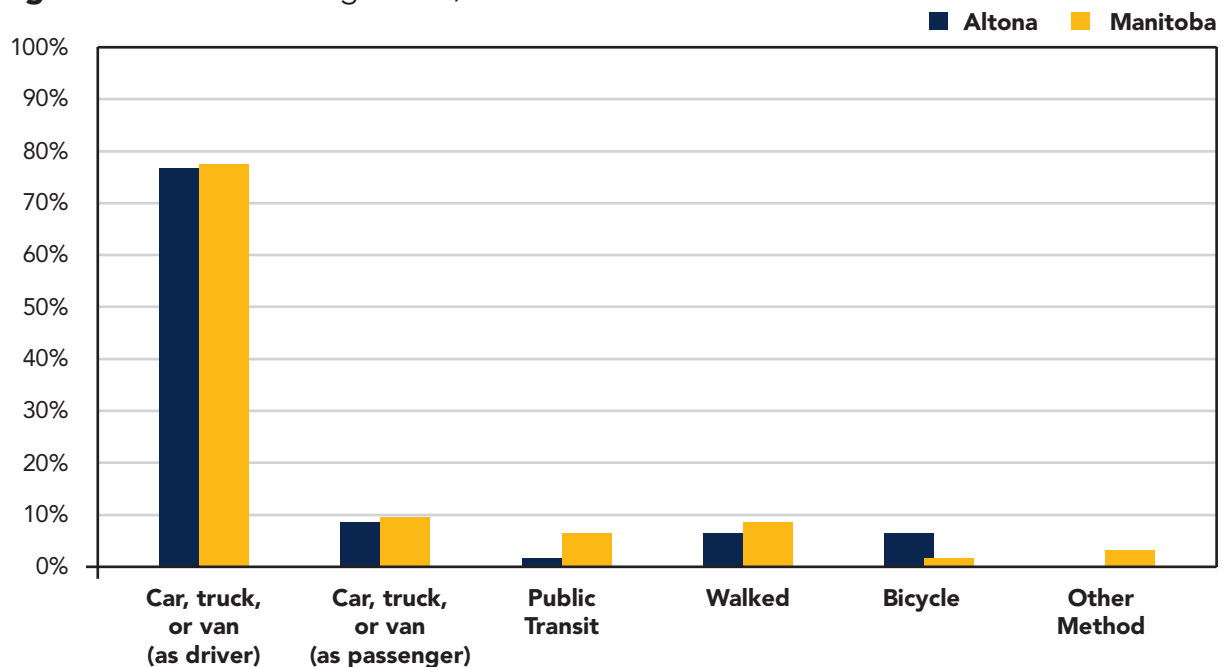
Figure A-5: Migrant Period of Immigration



## Active Commuting and Workplace Travel

Like other communities across Manitoba, most people in Altona commute to work by driving. In comparison to the province, a greater percentage of individuals in Altona prefer to walk to their workplaces (Altona: 9.4%; MB: 5.3%). Similarly, Altona also sees a higher rate of people biking to work than the province (Altona: 6.2%; MB: 1.0%).

Figure A-6: Commuting Mode, 2021.



## Future demographics

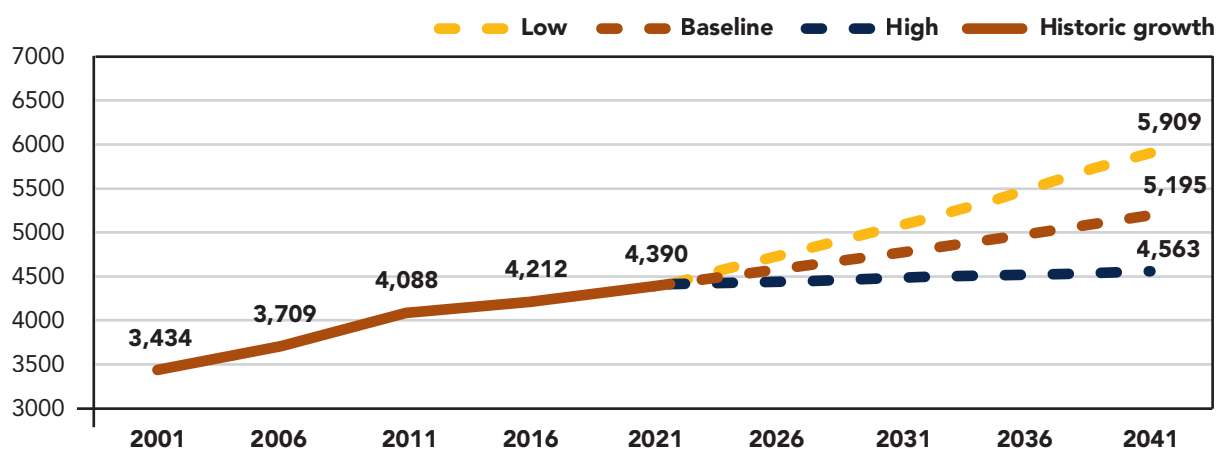
Population projections can be used to give an idea of how a community may look in the future to estimate demand for housing and other services. Three 20-year population scenarios have been calculated using the historic population data for each municipality:

- **Baseline scenario:** what the population could be if growth continues at the rate it has for the last five years (2016 to 2021).
- **High-growth scenario:** based off the average annual growth rate (AAGR)<sup>1</sup> from 2011<sup>2</sup> to 2021.
- **Low-growth scenario:** based off the difference between the baseline and high-growth scenarios.

Since these population projections are only based on historic population growth rates, they do not explicitly consider other factors that can influence growth/decline, such as economic development and other social factors. As such, these projections are intended to serve as a rough estimate.

Between 2011 to 2021, the population of Altona grew by 7.4% percent or 302 people. Over the next twenty years, the population could increase by 3.9 percent (173 people) on the lower-end or up to 34.6 percent (1,519 people) on the higher-end. By 2041, Altona's population could range from 4,563 people to 5,909.

**Figure A-7:** Population Projections, Altona, 2021 - 2041.



- 1 Average annual growth rate (AAGR): this is how much the population grew on average per year over a certain period of time. For the purposes of this report, the AAGR was calculated for a five-year (2016 to 2021) and ten-year (2011 to 2021) period.
- 2 The earliest population data available for each municipality is for 2011 due to municipal amalgamations. While actual population numbers from 1991 to 2006 have not been used in calculating AAGRs for the region, the overall trend of population decline for the district has been considered.

## Future economic & tourism development influences

Altona is located in a region known for its agricultural productivity, which plays a significant role in the local economy. There are a total of 325 farms in the Rhineland, Plum Coulee, Gretna & Altona (RPGA) Planning District. Oilseed and grain farming has the highest number of farms with 221. This is in line with national trends with oilseed and grain farming making up the largest proportion of farms across Canada. Cattle ranching and farming is the next most popular type of farming in the region with a total of 37 farms in the district.

Elmer's Manufacturing builds and distributes farming equipment lines for a multitude of farming operations in Altona. Pankratz Manufacturing Ltd. is another farming equipment manufacturer located in Altona that offers innovative product development and design. Additionally, Altona is home to several successful businesses, including Friesens Corporation and Bunge Ltd., a canola processing plant. The manufacturing sector brings several benefits to the local economy, including job creation, skill development, and economic diversification.

Moreover, Altona is also known for being the "Sunflower Capital of Canada" and hosts an annual Sunflower Festival attracting tourists from all over to the area. Located near the Memory Garden, Altona has the world's largest painting on an easel of Vincent Van Gogh's "Sunflowers". Altona is an attractive destination for visitors as it is only an hour drive from both Winnipeg and Grand Forks. Visitors can explore several natural attractions, including the serene Buffalo Creek Nature Park which hosts a variety of all season activities. The town also has a 75,000sq. ft. multi-use recreational facility attracting families, youth and sports teams to the area. The Altona Access field – acclaimed as a "jewel in southern Manitoba", hosts the Junior Bisons as the main tenant of the field but also holds games played by other teams in the area.

## Altona's Parks and Recreation Master Plan (1998 - 2005)

### Key Recommendations

Table A-1 provides a summary of the recommendations from the key priorities outlined in the plan.



**Table A-1:** Park and Recreation Master Plan Recommendations, Altona

Number	Recommendations
<b>Recommendation #1</b>	"The existing outdoor pool be expanded and renovated as an outdoor leisure pool."
<b>Recommendation #2</b>	"A new year-round arena / exhibition centre be constructed."
<b>Recommendation #3</b>	"When a new arena is planned, a call for proposals be invited to privately manage and operate a four to six bowling facility in conjunction with the new arena/ exhibition centre."
<b>Recommendation #4</b>	"In conjunction with the development of a new arena the Curling Club be invited to use the old arena on a lease basis."
<b>Recommendation #5</b>	"The Town of Altona allocate \$20,000 over seven years to undertake the identification, designation, signage, and preliminary linking of a linear linkage multi-use trail system."
<b>Recommendation #6</b>	"Should the School Division decide to construct a new gymnasium, the Town of Altona support their initiative and consider assisting in the development costs if the proposed building meet the standards for the community use and can be utilized within the joint use agreement."
<b>Recommendation #7</b>	"When the new arena / exhibition multiplex is developed, a call for proposals be invited to privately manage and operate a four-lane bowling alley in conjunction with the centre."
<b>Recommendation #8</b>	"The Town of Altona designate an amount of \$200,000 to improve facilities for the performing arts..."
<b>Recommendation #9</b>	"A site on the pioneer grounds be designated for the development of a senior ball diamond..."
<b>Recommendation #10</b>	"The Town of Altona discuss with the curling club their interest in leasing the old arena to serve as an expanded and improved curling facility."



Number	Recommendations
<b>Recommendation #11</b>	"That a Millennium Capital Development Fund be established to assist local organizations with "self-help" projects on a cost shared basis..."
<b>Recommendation #12</b>	"A thorough structural analysis of the condition of the outdoor pool and arena be undertaken to determine their current condition and predicted life span prior to making any decisions regarding their future."
<b>Recommendation #13</b>	"An ongoing life cycle management program be initiated to systematically identify the future maintenance and renovation requirements of the components of major facilities in the Town of Altona..."
<b>Recommendation #14</b>	"That the Town of Altona consider maintaining the current reserve fund to facilitate the systematic, ongoing maintenance and renovation of major recreation facilities as required."
<b>Recommendation #15</b>	"A fund-raising committee with representation from the project steering committee, the business community, the administration, council and the RM be appointed to oversee the financing of the plan."
<b>Recommendation #16</b>	"A joint working committee be appointed with equal representation of elected and appointed representatives from the RM of Rhineland, the Village of Gretna and the Town of Altona to develop a funding program and agreement on capital and operating costs respecting the development and use of recreation services in the Town of Altona..."







**Engagement Materials: Online and Promotional Materials, Round 1 and Round 2 Engagement Summaries**

**Appendix B**







*Altona*

**Round 1 Engagement**



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Town of Altona

# Recreation and Active Transportation Master Plan

Round 1 Engagement Summary

July 2024



Altona

# Contents

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# Appendices

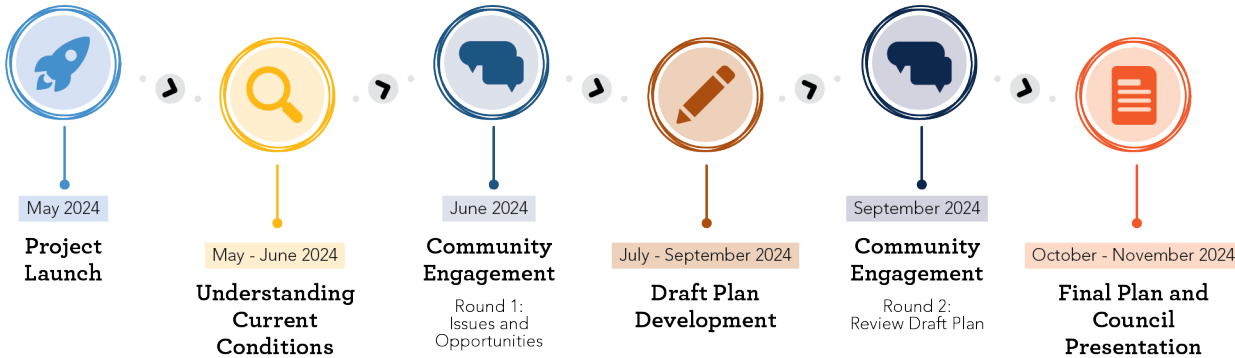
**Appendix A: Advisory Committee Meeting Minutes**

# Introduction

In May 2024, the Town of Altona launched the planning process for developing a Recreation and Active Transportation Master Plan (RATMP). The Plan will provide a guide for enhancing and expanding the Town’s current recreation and active transportation facilities and programs over the next 20 years. Based on technical analysis and meaningful input from community members and stakeholders, the RATMP will create opportunities and facilities that residents and visitors of all ages and abilities can enjoy and easily access through all seasons.

The RATMP is being developed over a six-month period and includes several opportunities for community members and stakeholders to participate in the planning process and provide input. Along with technical analysis, community and stakeholder input is critical to the development of the RATMP.

**Figure 1: Project Timeline**



# Community Engagement

## Purpose

Round 1 engagement is focused on understanding:

- How and where community members are recreating and actively travelling to.
- What is preventing community members from participating in recreation or active transportation activities more often.
- How the Town can improve recreation and active transportation opportunities.

## Communication Activities

**Story Map:** A project page was set up using ArcGIS StoryMap. This site included information for community members to learn more about the project and hosted the online survey and interactive map.

**Town of Altona Website:** A project page was set up on the Town of Altona website. The page included information about the project and opportunities for public participation. During the first round of engagement, the project page received nearly 1000 views.

**Social Media Promotion:** The Town promoted the first round of engagement on their Facebook and Instagram pages. Facebook posts reached nearly 3,300 people. The Instagram posts reached more than 1,400 people and the posts shared via Instagram Stories received nearly 1,200 views.

## Engagement Activities

**Online Survey and Interactive Map:** A community survey and interactive map was available between June 6 and 28, 2024. The survey helped the project team understand current community recreation and active travel habits and challenges, and priorities for the future. The interactive map showed the project team where community members are currently recreating and actively travelling and where there are areas of concern. In total, we received 310 survey responses and 210 comments on the interactive map.

**Pop-up Event:** The project team hosted a pop-up event on June 19, 2024 at the Rhineland Pioneer Centre to introduce the project and seek community input. This session was also an opportunity for attendees to connect directly with the project team and ask questions. Approximately 60 community members participated in the pop-up event.

**Advisory Committee Meeting:** As part of the project, the Town invited key stakeholders to participate in a Recreation and Active Transportation Advisory Committee. The Advisory Committee met at the start of Round 1 engagement and was attended by the project team and 24 committee members.

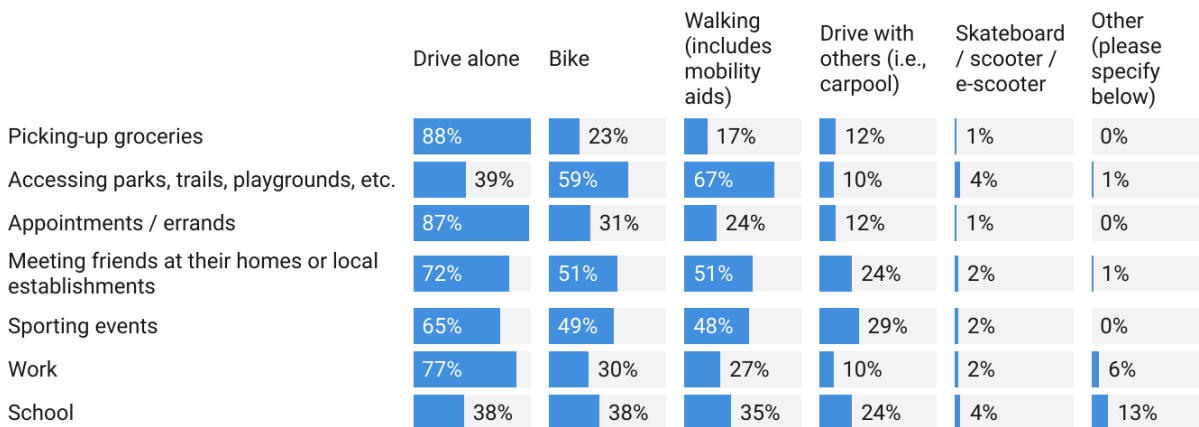
# What We Learned

## Online Survey

### Section 1: Recreation Activities & Participation

The following questions were designed to help us understand how Altona residents are currently participating in active transportation and recreation.

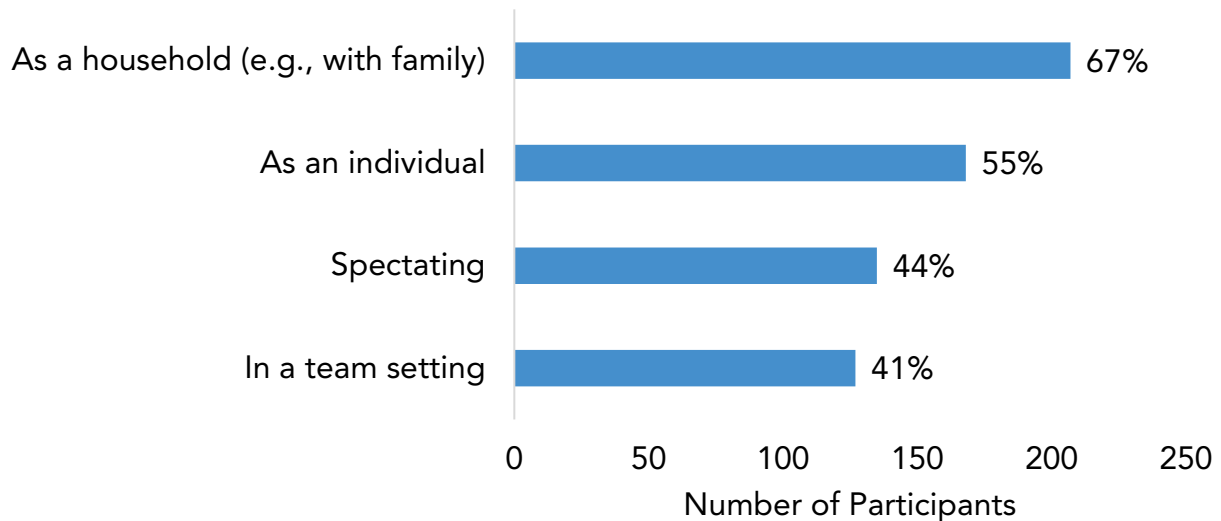
*On a typical day, what is your usual mode of transportation for accessing the following destinations? (309 responses, participants could select all that apply)*



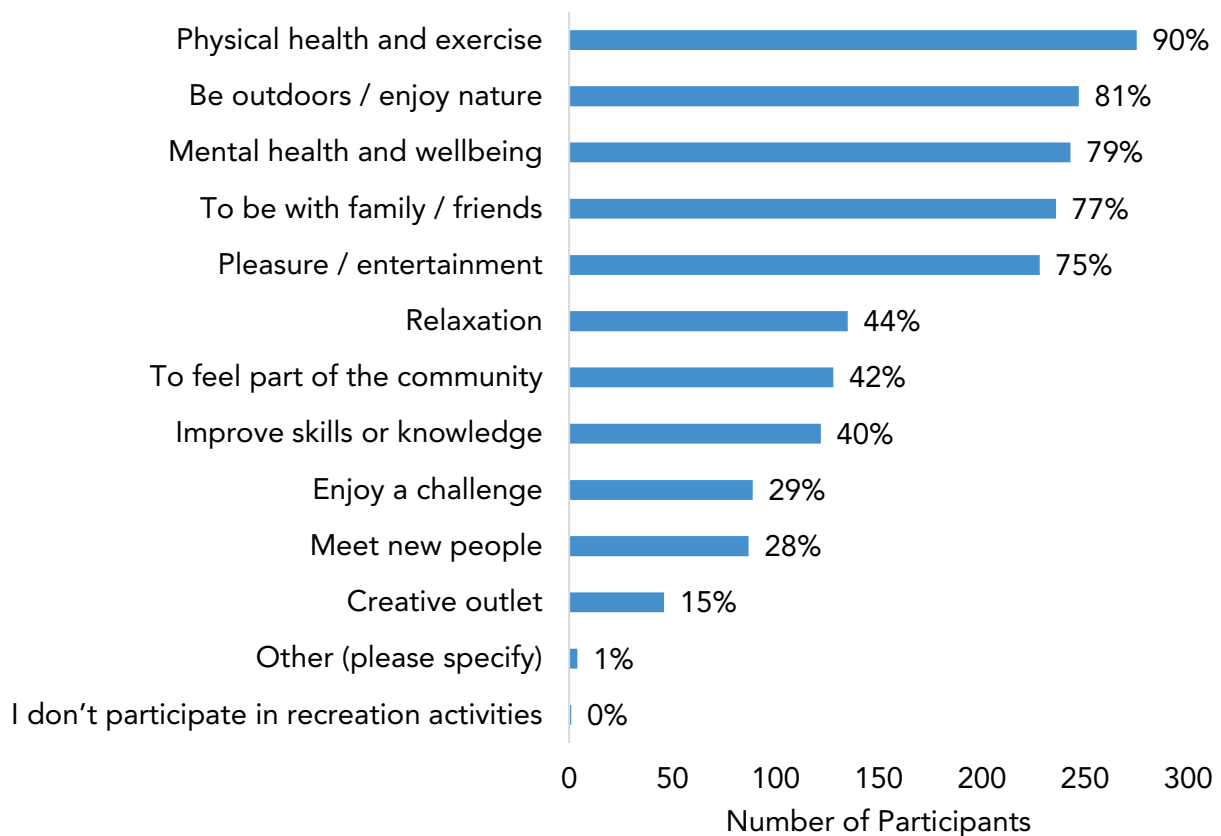
Participants who selected “other” were able to provide additional comments. All comments were reviewed and themes with 2 or more responses are listed below:

- The work or learn from home and do not need to commute (10)
- They travel by bus (4)
- They live outside of Town, so driving is necessary (4)

*How do you most typically enjoy participating in recreation? (307 responses, participants could select all that apply)*



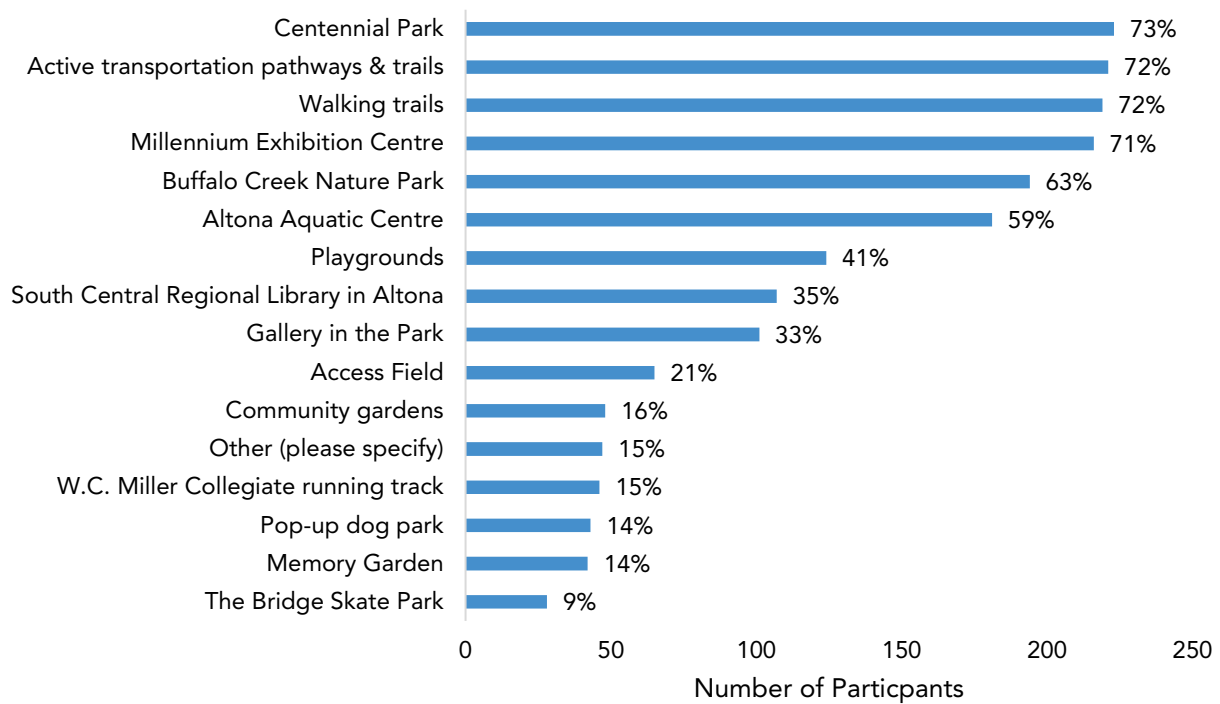
*What are the main reasons you (or members of your household) participate in recreation activities? (306 responses, participants could select all that apply)*



Participants who selected “other” were able to provide additional comments. All comments were reviewed and themes with 2 or more responses are listed below:

- Attending sporting events and competitions (2)

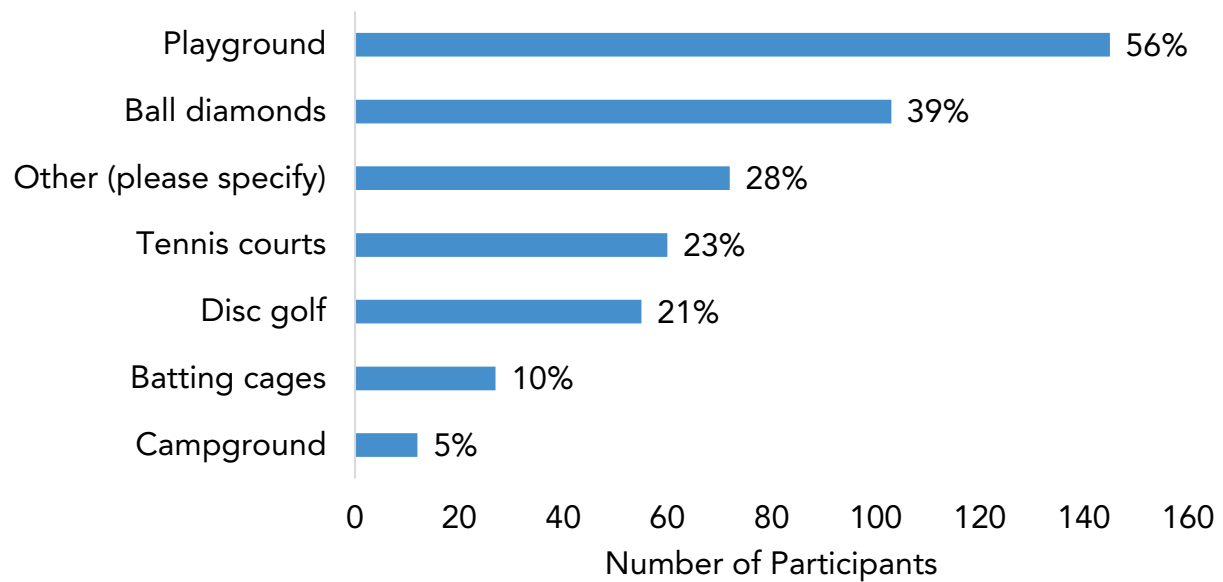
*Which facilities and outdoor spaces do you or members of your household primarily visit? For locations that operate seasonally, let us know which facilities and outdoor spaces you visit frequently when they are open. (306 responses, participants could select all that apply)*



Participants who selected “other” were able to provide additional comments. All comments were reviewed and themes with 2 or more responses are listed below:

- Softball diamonds on school properties (14)
- Soccer fields (6)
- Ash Park (6)
- Altona and Area Family Resource Centre (2)
- Curling Club (2)
- Horse Arena (2)
- Pioneer Centre for Pickleball (2)
- Two Sparrows Greenhouse (2)

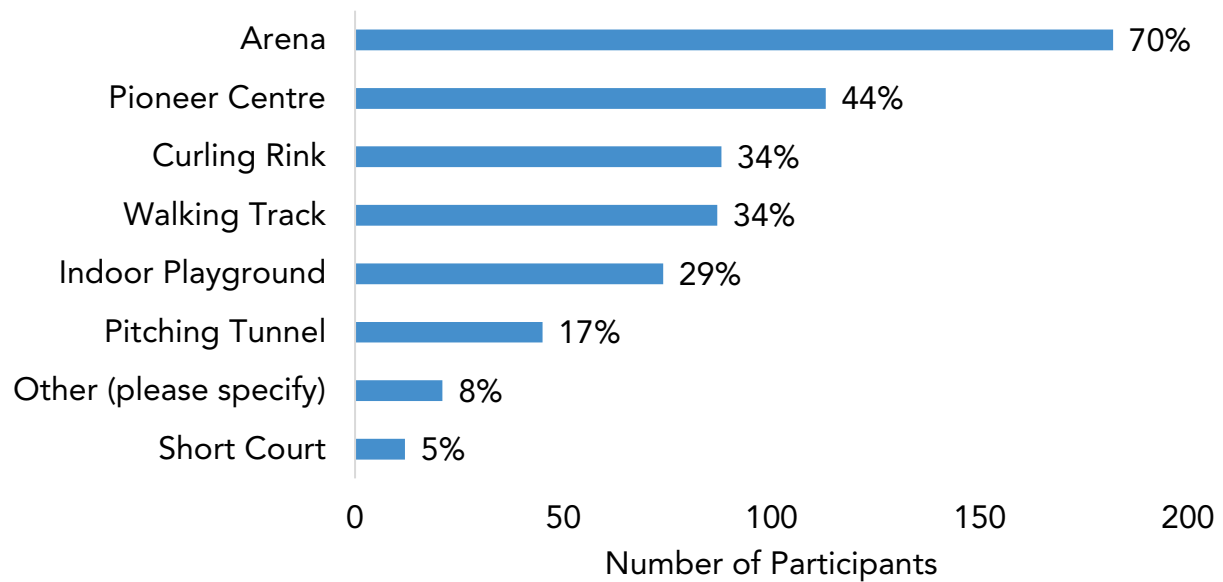
*If you selected "Centennial Park", please specify what facilities you or members of your household primarily visit. (261 responses)*



Participants who selected "other" were able to provide additional comments. All comments were reviewed and themes with 2 or more responses are listed below:

- Walking paths and trails around the park (41)
- Picnic area (14)
- Festivals and events (5)
- Hang out in the park (5)
- Pickleball on tennis courts (4)
- Pool (3)
- Beach volleyball court (2)

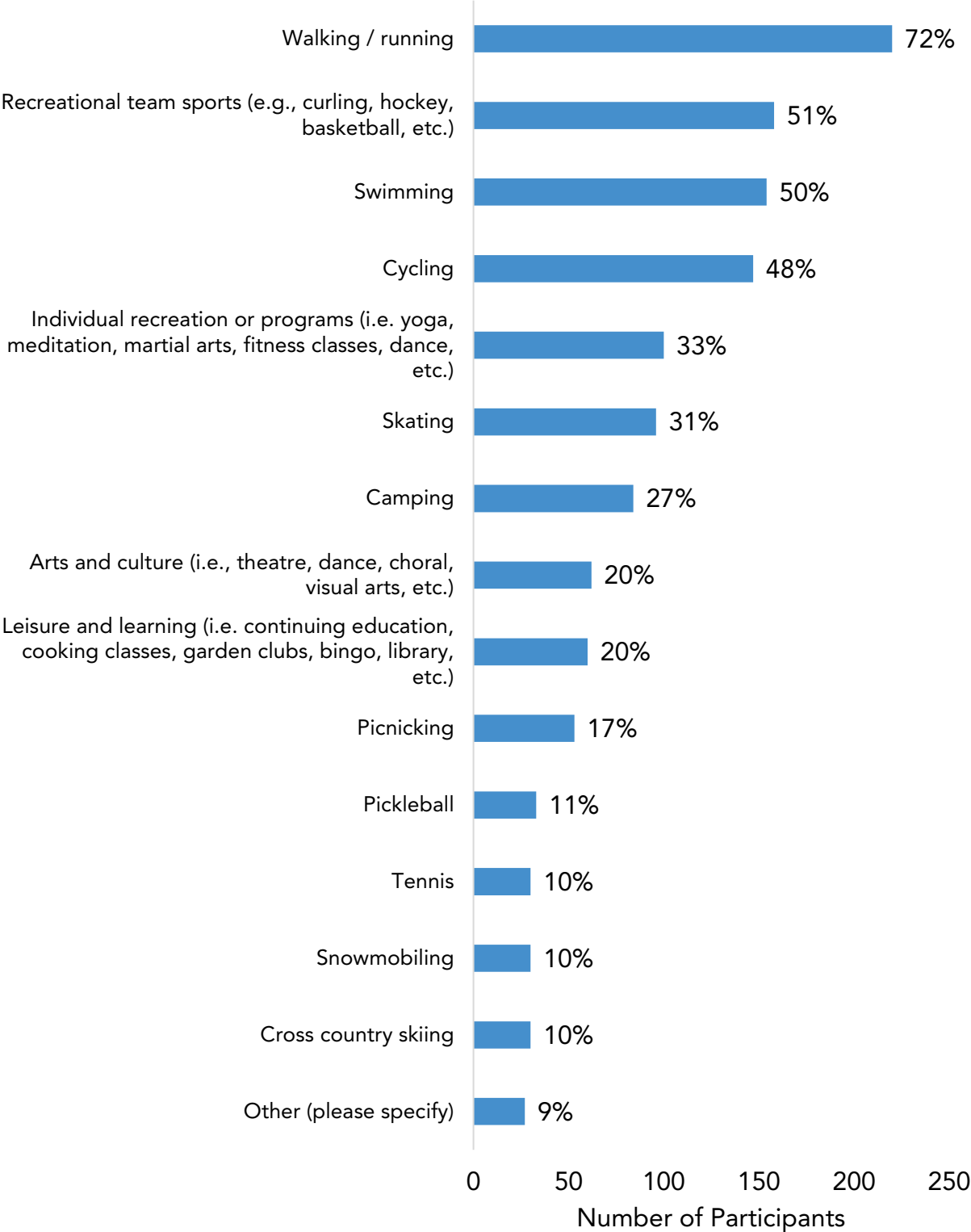
*If you selected "Millennium Exhibition Centre", please specify what facilities you or members of your household primarily visit. (259 responses)*



Participants who selected "other" were able to provide additional comments. All comments were reviewed and themes with 2 or more responses are listed below:

- Pickleball (6)
- Functions and events (5)
- Indoor baseball/softball space (3)

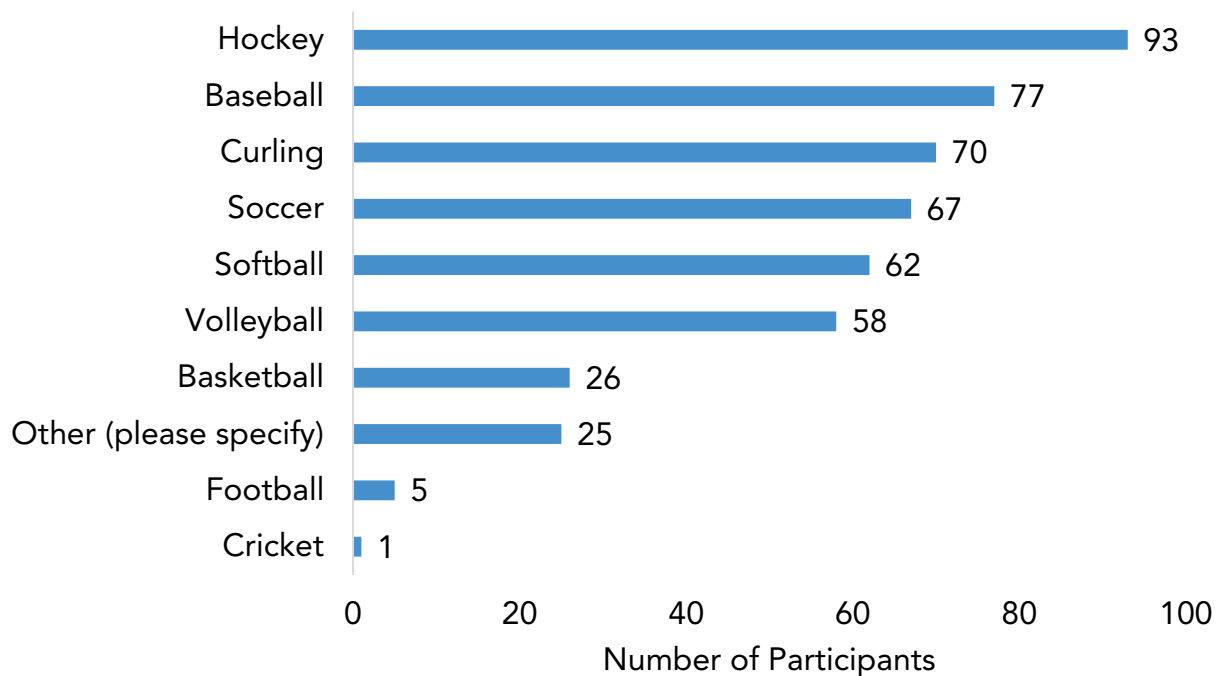
*What activities (indoor and outdoor) do you participate in on a regular basis? (307 responses, participants could select all that apply)*



Participants who selected “other” were able to provide additional comments. All comments were reviewed and themes with 2 or more responses are listed below:

- Disc golf (3)
- Dog park (3)
- Golf (3)
- Equestrian activities (2)
- Heading to the cottage (2)
- Soccer (2)
- Volleyball (2)
- Skiing/Cross country skiing (2)
- Gardening (2)

*If you selected “recreational team sports”, please specify:*



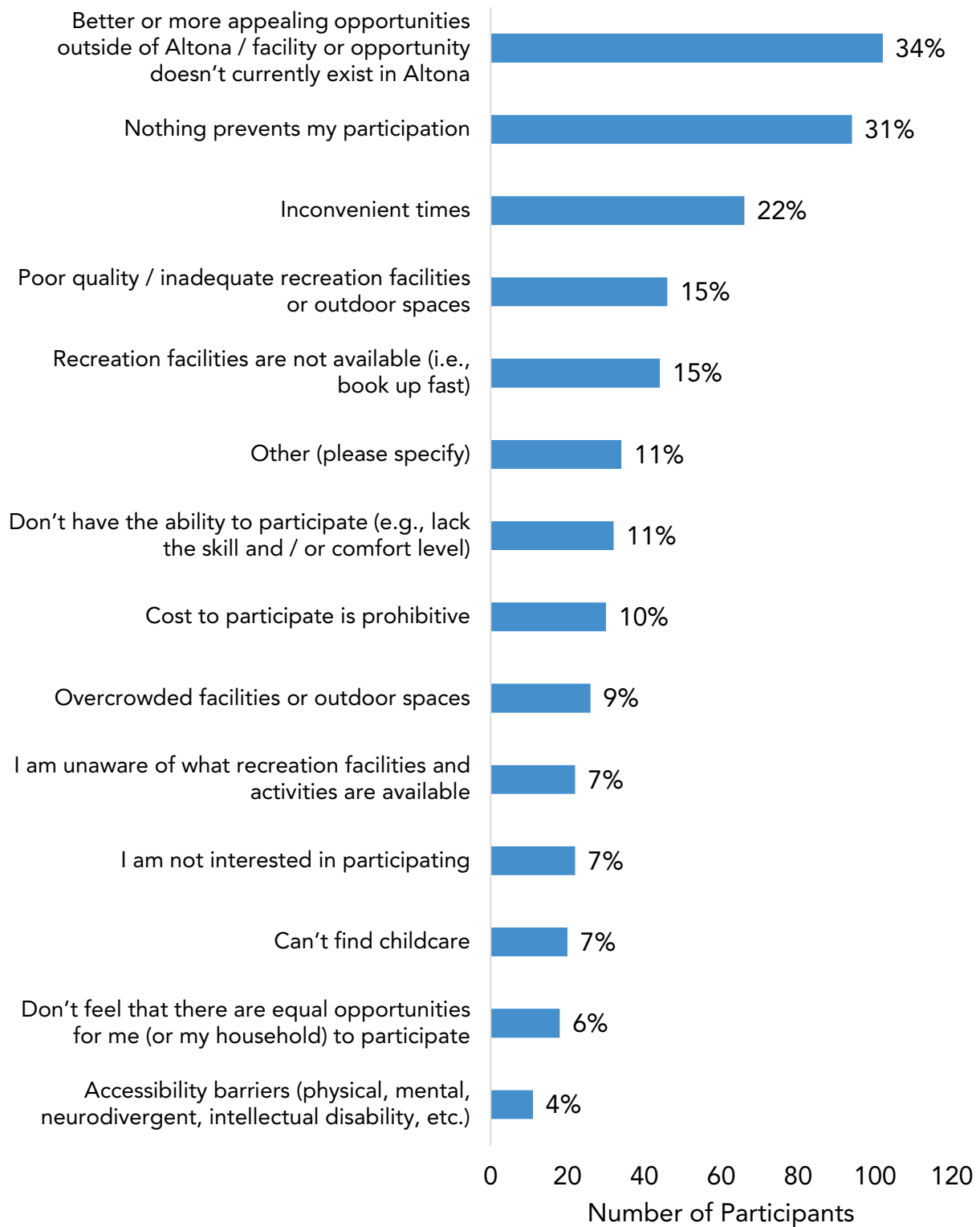
Participants who selected “other” were able to provide additional comments. All comments were reviewed and themes with 2 or more responses are listed below:

- Pickleball (4)
- Badminton (3)
- Wiffleball (2)

*On a scale of 0 to 5, please rate how important recreation activities are to:*

	<b>Average Rating</b> (with 5 being Very Important)
<b>The overall community and region?</b> (307 responses)	4.38
<b>Your household’s quality of life?</b> (306 responses)	4.26
<b>The potential for attracting visitors?</b> (307 responses)	4.21
<b>For the economy of Altona?</b> (307 responses)	4.10
<b>The potential for attracting new residents?</b> (307 responses)	4.08

*What, if anything, prevents you from participating in recreation activities in Altona?  
(299 responses, participants could select all that apply)*



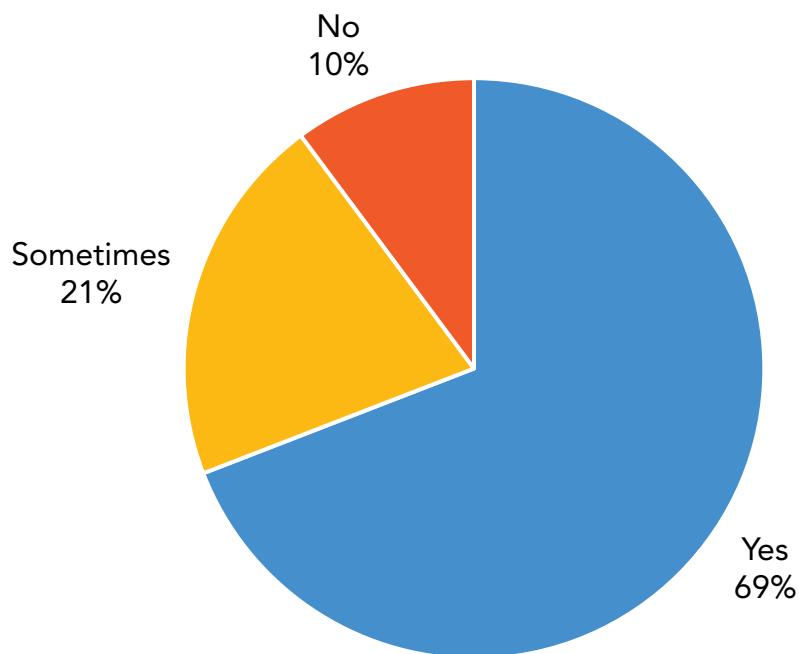
Participants who selected “other” were able to provide additional comments. All comments were reviewed and themes with 2 or more responses are listed below:

- Physical limitations (4)
- Lack of options for non-competitive or sport related recreation activities (3)
- Lack of proper soccer fields (3)
- No time (3)
- Difficult to travel around Town to access activities (2)
- Lack of a proper pickleball facility (2)
- Need to expand the rec centre to offer more programs and activities and expand hours of service (3)

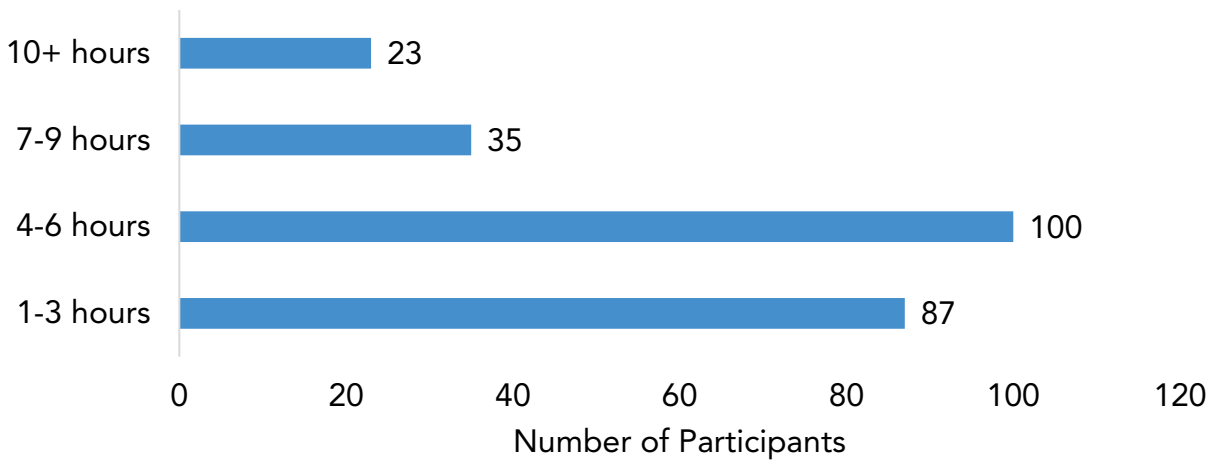
## Section 2: Level of Satisfaction

Questions in Section 2 focused on understanding community member satisfaction with existing recreation facilities and opportunities in Altona.

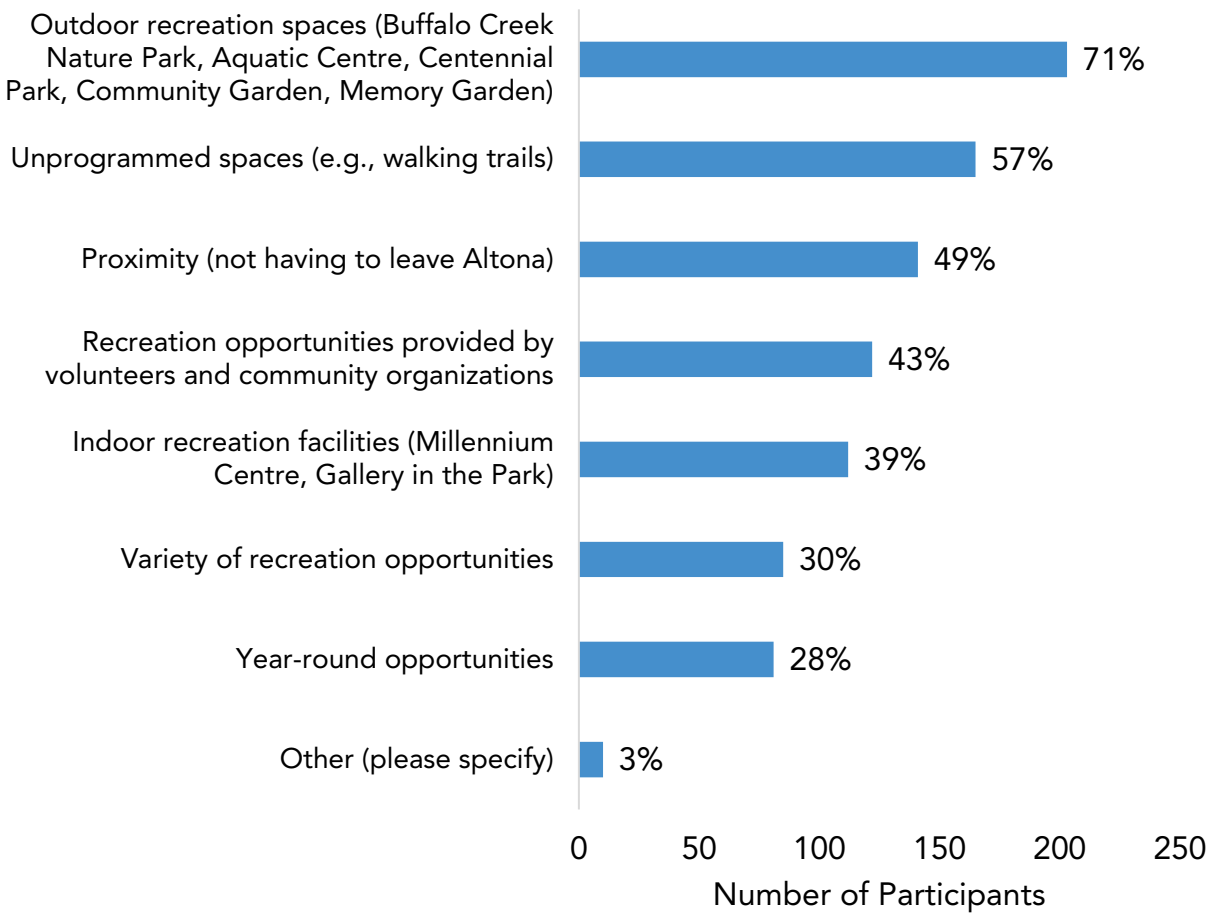
*Do you participate in recreation activities on a weekly basis? (285 responses)*



*If you answered "yes" to the previous question, approximately how many hours do you participate per week?*



*What do you like best about recreation in the Town of Altona? (287 responses, participants could select up to 3 options)*



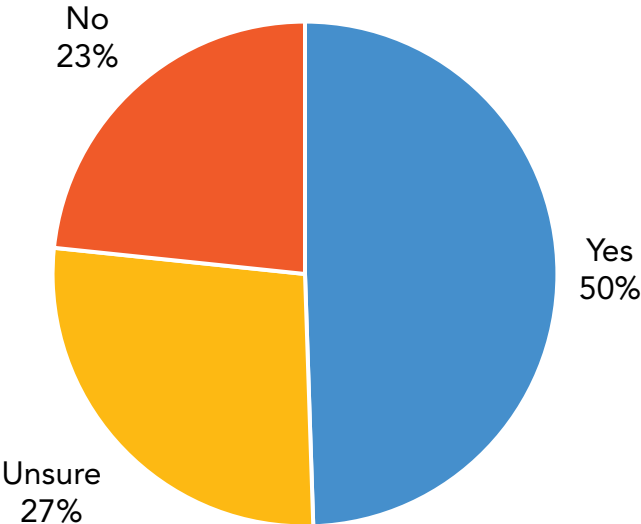
Participants who selected “other” were able to provide additional comments. All comments were reviewed and themes with 2 or more responses are listed below:

- The dog park (2)
- Pickleball, but would like a better facility (2)

*How satisfied are you with Altona’s recreation facilities, outdoor spaces, and active transportation? Please consider how well each of the following are meeting the needs of you and / or your household.*

	<b>Average Rating</b> (with 5 being Very Satisfied)
<b>Access to parks and playgrounds</b> (287 responses)	4.21
<b>Access to walking trails</b> (288 responses)	4.15
<b>Access to aquatics facilities</b> (280 responses)	3.93
<b>Access to community recreation centres</b> (287 responses)	3.92
<b>Access to biking / active transportation trails</b> (286 responses)	3.90
<b>Access to ice arena facilities</b> (279 responses)	3.86
<b>Availability of organized sport programming</b> (277 responses)	3.83
<b>Access to sport fields and ball diamonds</b> (281 responses)	3.55
<b>Availability of arts and cultural programming</b> (280 responses)	3.44

*Do you feel the Town of Altona meets the recreational needs of its residents? (287 responses)*



Participants were asked to expand on their answers. All comments were reviewed and themes with 2 or more responses are listed below:

**Participants who selected Yes**

- There is a lot of variety in the facilities and programs offered in Altona (16)
- The Town has lots of great facilities, but there is always room for improvement (15)
- Yes, but missing facilities for softball, soccer, cricket, and badminton (3)
- Yes, but need to plan for future growth (2)

**Participants who selected No**

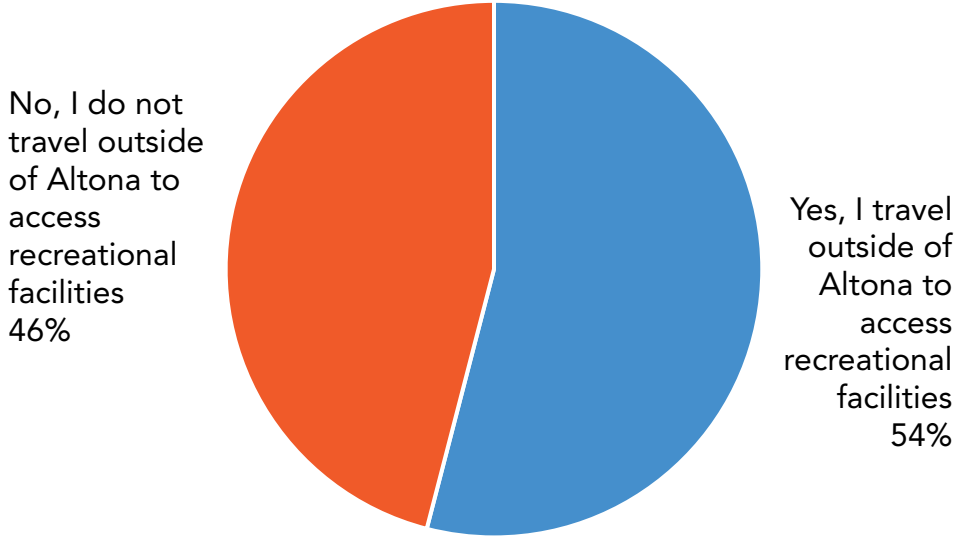
- There is a need for additional facilities (37). Specific facilities mentioned included:
  - Soccer fields (17)
  - Softball diamonds (12)
  - Various courts for pickleball, badminton, etc. (4)
  - Cricket (3)
  - Indoor pool (3)
  - Basketball (2)

- The Town is too focused on baseball and hockey (10)
- There is strong bias towards supporting men's sports (8)
- Need connected walking and biking paths throughout town (5)
- There is a lack of outdoor activities in winter (3)
- Need a splash pad (3)
- Want more opportunities focused on arts and culture (3)
- There are not enough programs outside of normal working hours (2)
- Other facilities should be as supported by the Town as Access Field is (2)
- Recreation opportunities are not affordable to all (2)

### **Participants who selected Unsure**

- Would like to see better maintained and new walking and biking facilities (8)
- Need more recreation opportunities outside of baseball and hockey (5)
- There is a need for additional facilities (18). Specific facilities mentioned included:
  - Soccer fields (5)
  - Softball diamonds (4)
  - Indoor multi-sport facility (2)
- Need to expand recreation facilities and programs to meet the needs of a growing community (4)
- There is always room for improvement (4)
- Upgrades are needed at Ash Park (4)
- Focus on maintaining what we have (2)
- There is a lack of outdoor winter activities (2)
- Want more opportunities focused on arts and culture (2)
- Need more recreation programs for young kids (2)
- There is too much focus on facilities in the north side of town (2)

*Do you travel outside of Altona to access recreational facilities not currently offered?  
(285 responses)*



Participants who said they travel outside of Altona to access recreational facilities specified where they travel to and for what activities. Locations and activities mentioned two or more times are listed below.

**Locations**

- Winkler (50)
- Winnipeg (27)
- Morden (21)
- Gretna (6)
- Steinbach (5)
- Morris (3)
- Niverville (3)
- Birds Hill (2)
- Grand Forks (2)
- LaSalle (2)
- Oakview (2)

**Activities**

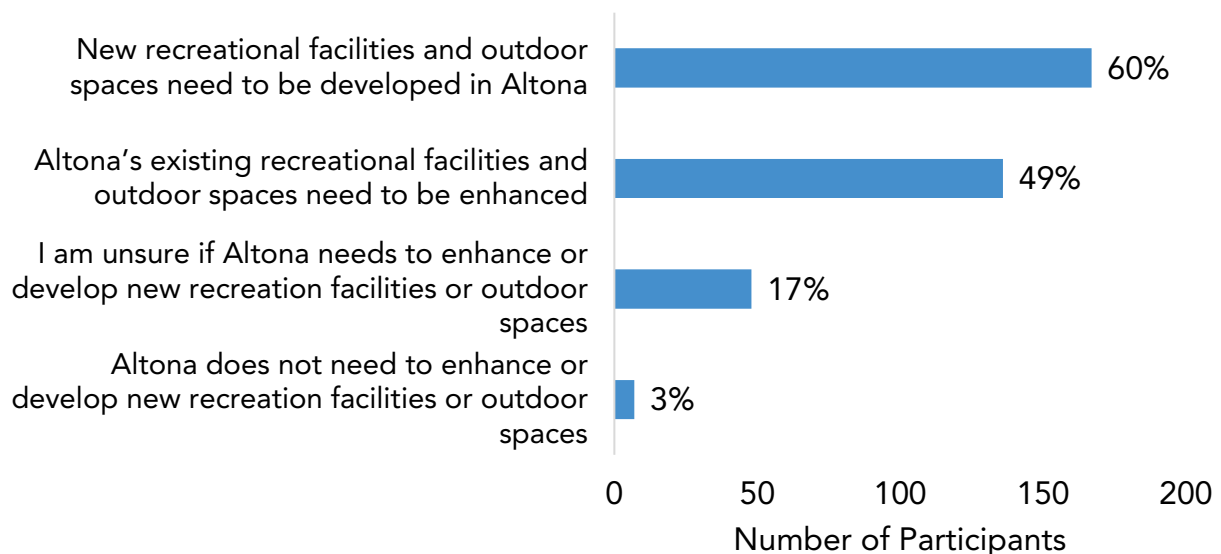
- Indoor swimming (18)
- Soccer (indoor and outdoor fields) (18)
- Ice rinks for off-season hockey and skating (16)
- Splash pad (13)
- Cross country skiing (11)
- Bike and mountain biking trails (12)
- Hiking and walking trails (11)
- Arts and culture (including museums, theatre and concerts, festivals, and Winnipeg Zoo) (9)

- Toddler activities (indoor playgrounds and programs) (9)
- Golf (7)
- Baseball (including high-performance clinics) (6)
- Kayaking/canoeing (5)
- Camping (4)
- Softball and slo-pitch (indoor and outdoor diamonds) (4)
- Bowling (3)
- Gymnastics (3)
- Hockey (3)
- Horseback riding (3)
- Indoor multi-sports complex (3)
- Pickleball (3)
- Volleyball (including high-performance clinics) (3)
- Workout gym (3)
- Beaches (2)
- Boating and fishing (2)
- Dance (2)
- Dog parks (2)
- Kids art classes (2)
- Sports competitions and tournaments (2)

### Section 3: Future Recreation Opportunities & Priorities

The following questions focused on understanding the community priorities for the future of recreation and active transportation in Altona.

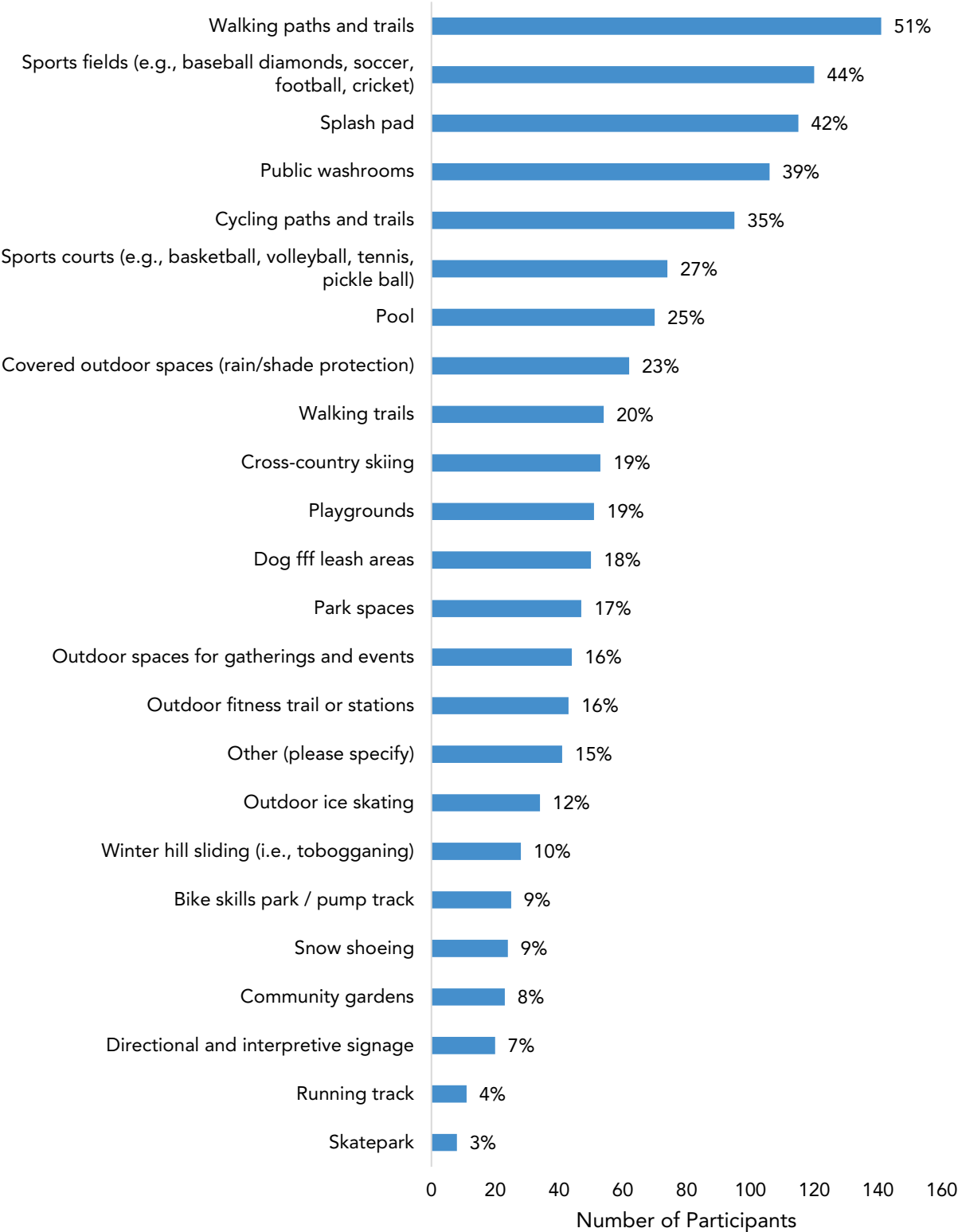
*Which of the following statements do you agree with? (277 responses, participants could select all that apply)*



Participants were asked to provide additional comments to support their answer. All comments were reviewed and themes with 2 or more responses are listed below:

- New recreational facilities and outdoor spaces needed include:
  - Soccer fields (36)
  - softball diamonds (18)
  - indoor multi-sport complex (1)
  - pickleball courts (9)
  - permanent dog park (6)
  - cricket pitches (5)
  - indoor pool (5)
  - splash pad (5)
  - more parks and playgrounds (4)
  - basketball courts (3)
  - more baseball diamonds (3)
  - badminton court (3)
  - public washrooms (2)
  - more recreation facilities in the south part of town (2)
  
- Altona's existing recreational facilities and outdoor spaces that need to be enhanced include:
  - Existing active transportation network, including trails, bike routes, and walking paths (15)
  - Ash Park. Consider a new playground and splash pad (8)
  - Expand on existing facilities and provide free or affordable recreation programs (7)
  
- Focus on maintaining and enhancing existing facilities (6)
- Focus on using existing facilities more efficiently (5)
- Altona needs to offer more variety in sports programs (3)
- Create safe ways to travel across town using active transportation (2)

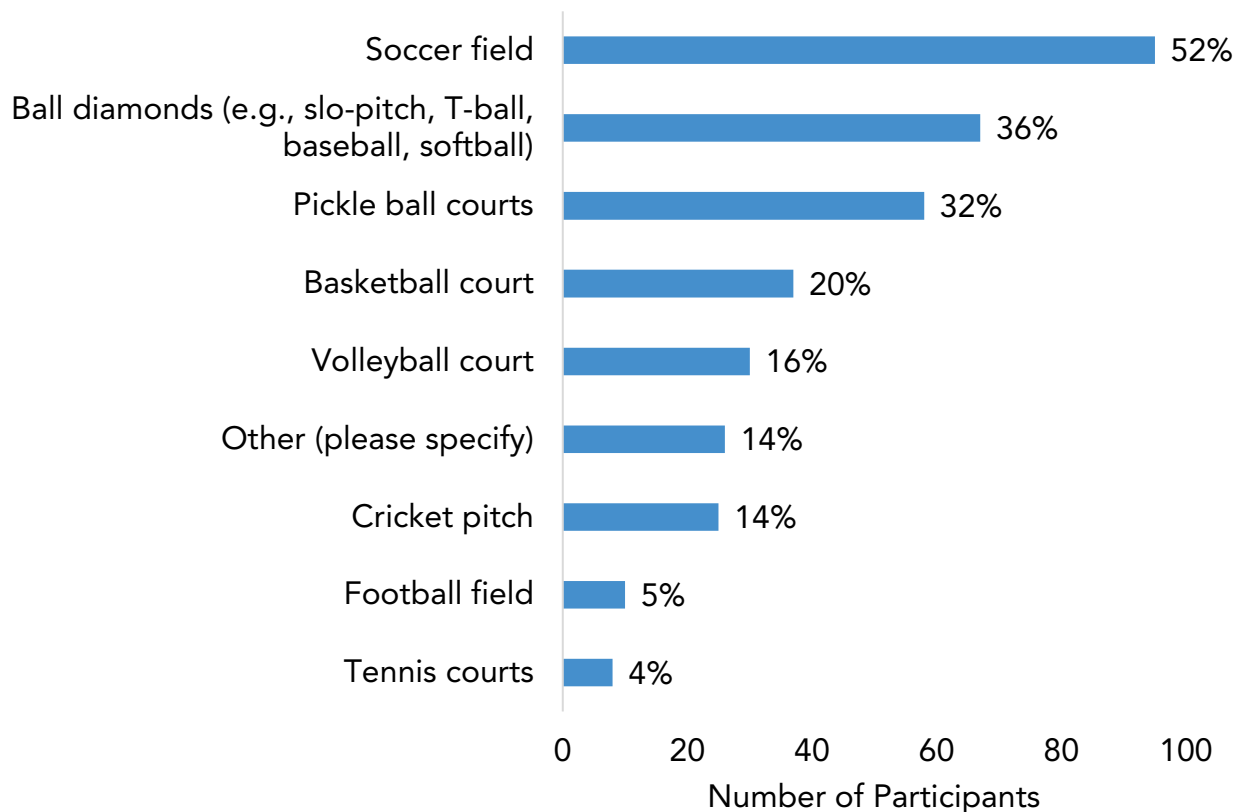
*What recreation facilities or outdoor spaces should be a priority for future investment?  
(275 responses, participants could select up to 5 options)*



Participants who selected "other" were able to provide additional comments. All comments were reviewed and themes with 2 or more responses are listed below:

- Indoor multi-use facility, including various courts, soccer turf, baseball training, gym facilities, etc. (6)
- Trails and bike routes, not just for recreation (4)
- Softball diamonds (4)
- Permanent dog park (3)
- Indoor pool (3)
- Ash Park (2)
- Public washrooms (2)
- Indoor field house (2)
- Pickleball (2)
- Soccer field (2)

*If you selected "sports fields" and / or "sports courts" to the previous question, please specify: (184 responses)*



Participants who selected “other” were able to provide additional comments. All comments were reviewed and themes with 2 or more responses are listed below:

- Softball diamonds (8)
- Indoor and outdoor soccer fields (3)
- Multi-use indoor facility (3)
- Pickleball courts (3)
- Badminton courts (2)

*What are your BIG ideas for recreation and active transportation in Altona? (185 responses)*

Participants were asked to share their vision for recreation and active transportation in Altona, including improvements and big ideas. All comments were reviewed and themes with 2 or more responses are listed below:

- Improve pedestrian and cycling infrastructure (53), including:
  - Bike lanes
  - Sidewalks and walking paths
  - Maintaining and enhancing existing routes
  - Safe pedestrian crossings
  - Bike parking
  - Connections throughout town
  - Improve safety and accessibility
  - Make active transportation safe and convenient for all
- Dedicated soccer fields (31)
- New indoor multi-sport complex (21), including space for:
  - Baseball
  - Soccer
  - Softball
  - pickleball and other court sports
  - recreation and fitness classes
  - arts and culture programs and events
  - workout facilities
- Splash pad (19)

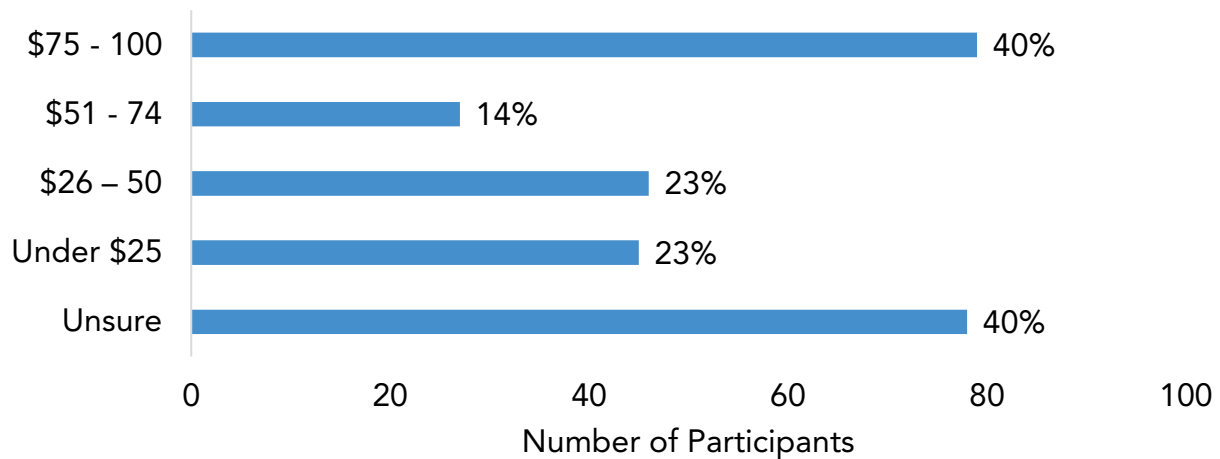
- More recreation programs (18), including:
  - martial arts
  - fitness classes
  - dance classes
  - non-competitive sports
  - opportunities for youth, seniors, women, and people with disabilities
- Upgrade Ash Park (17), including:
  - splash pad
  - dog park
  - outdoor rink
  - nature playground
  - improve fields
  - trail connections
- Dedicated softball and slo-pitch diamonds (14)
- Indoor pool (12)
- Dedicated pickleball courts (10)
- Cross country ski trails (8)
- More arts and culture events and programs (7), including:
  - music, theatre, and dance classes
  - night market, movies in the park
- Dedicated cricket pitches (6)
- Permanent dog park (6)
- Play spaces (indoor and outdoor) for young children (6)
- Expand campgrounds (5)
- More public washrooms, including accessible washrooms (5)
- More shelters and shade cover in parks (5)
- Public transit in Altona (4)
- Affordable recreation opportunities (3)
- Allow golf carts and scooters to travel in town (3)
- Host recreation and active transportation focused events (3)
- Recreation improvements in the south part of town (3)

- Maintain existing parks, trails, and facilities (3)
- Outdoor fitness equipment in parks (3)
- Programs that are accessible to everyone, regardless of gender or race (2)
- Bike share program (2)
- Dedicated basketball courts (2)
- Dedicated volleyball courts (2)
- Expand ice rink season (2)
- Improve arena amenities, such as a viewing area, rink seating, and dressing rooms (2)
- Nature playgrounds (2)
- Outdoor skating rink (2)
- Promote recreation opportunities (2)
- Improved tobogganing hill (2)
- Transit to neighbouring communities and to Winnipeg (2)
- Install walking track around playgrounds and sport fields (2)

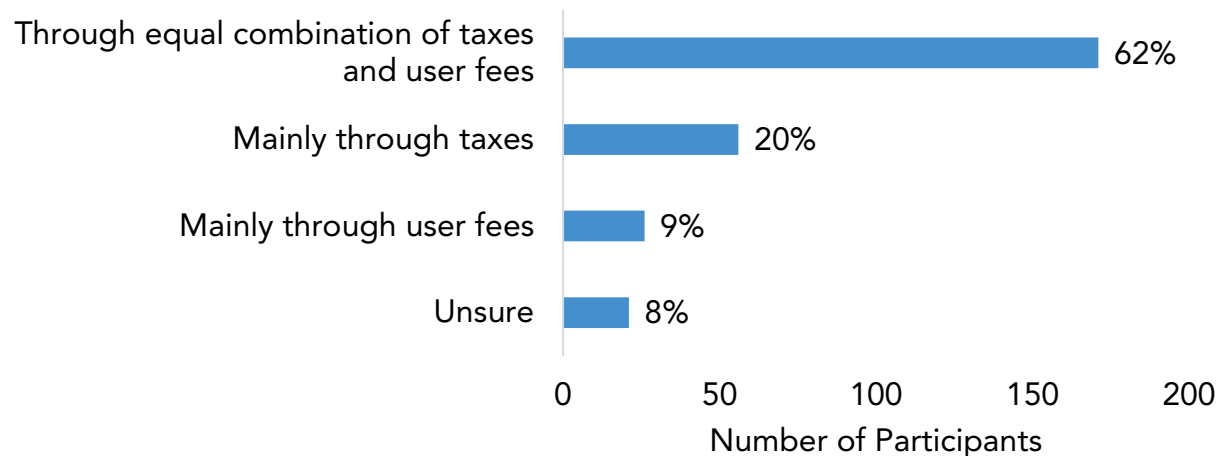
## Section 4: Funding for Recreation Services

The following questions were designed to help us understand how residents feel funding for recreation should be approached in Altona.

*On average, people in the Town of Altona pay approximately \$300.26 per capita per year in municipal taxes for recreation services. The amount you pay may be more or less, but \$300.26 is the average. How much more would you be willing to pay through municipal taxation for recreation services per person, per year in the future? (275 responses)*



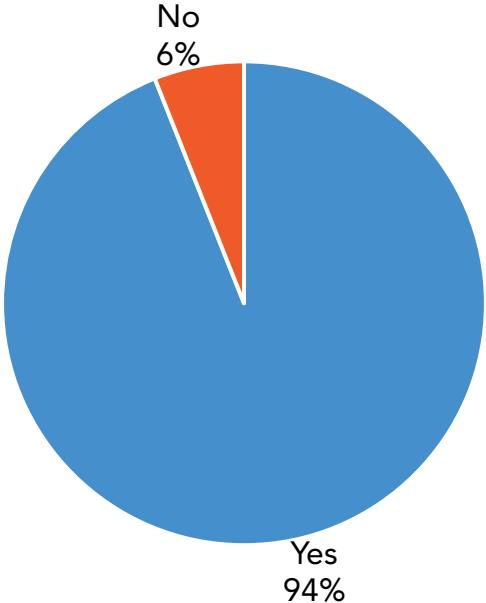
*In your opinion, should recreation and active transportation services be supported: (274 responses)*



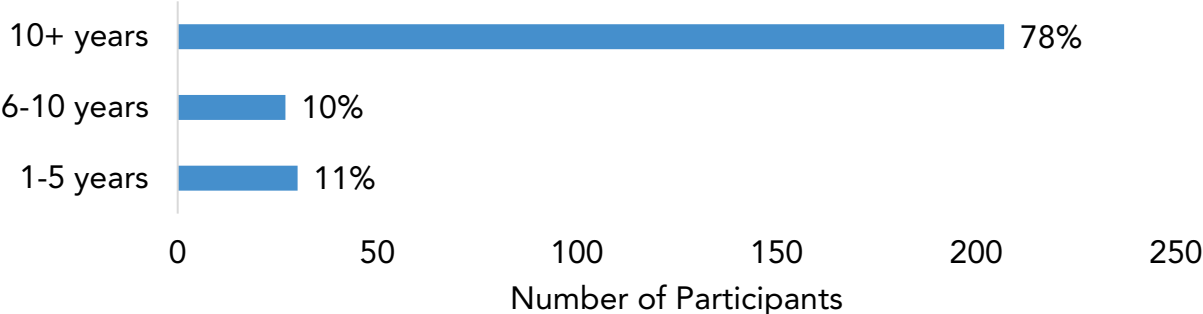
## Section 5: About You

Questions in this section help us understand who has provided feedback and help us identify gaps in our engagement (i.e., community members who may not feel comfortable or welcome to be part of the engagement process).

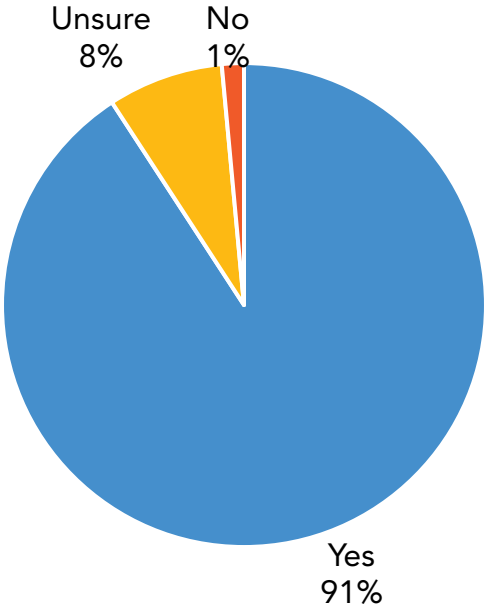
*Do you live and / or work in Altona? (266 responses)*



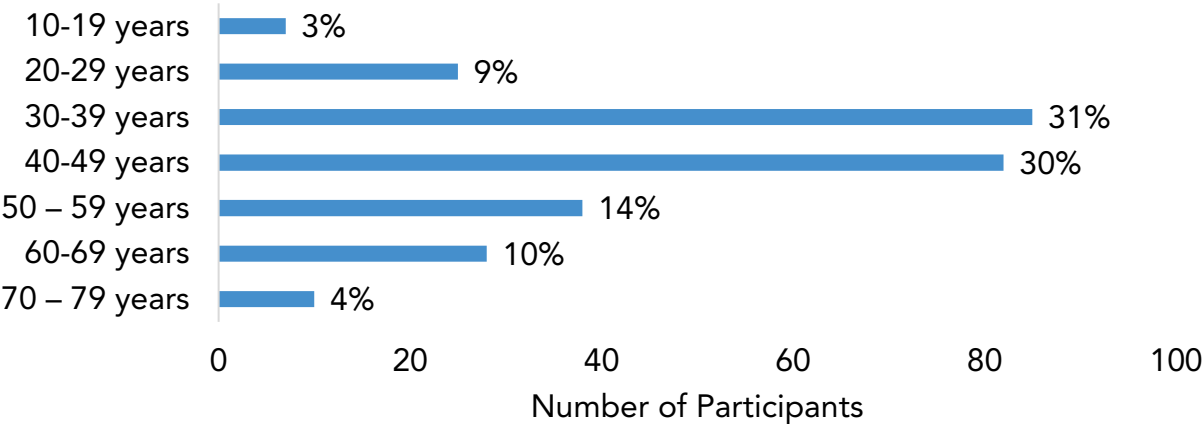
*How long have you lived and / or worked in Altona? (264 responses)*



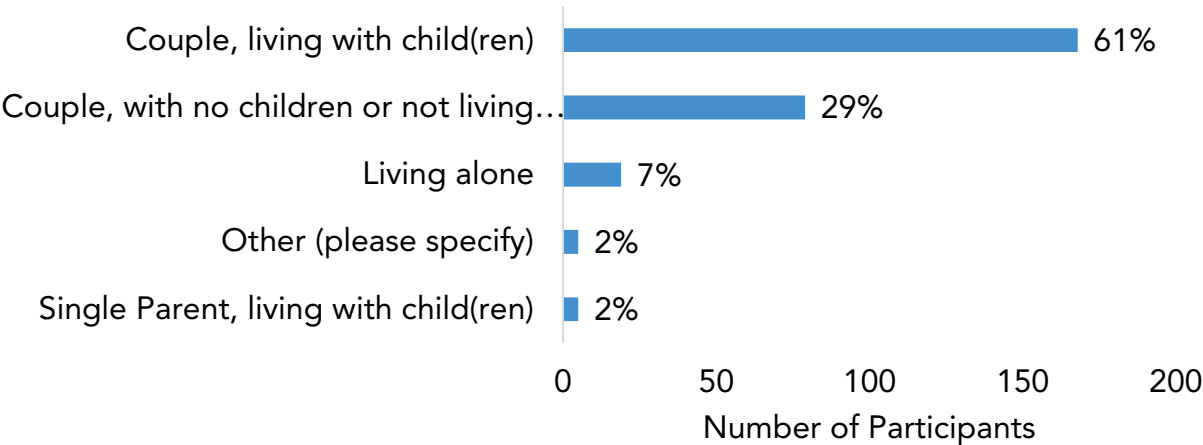
*Do you expect to be living and / or working in Altona for the next 5 years? (272 responses)*



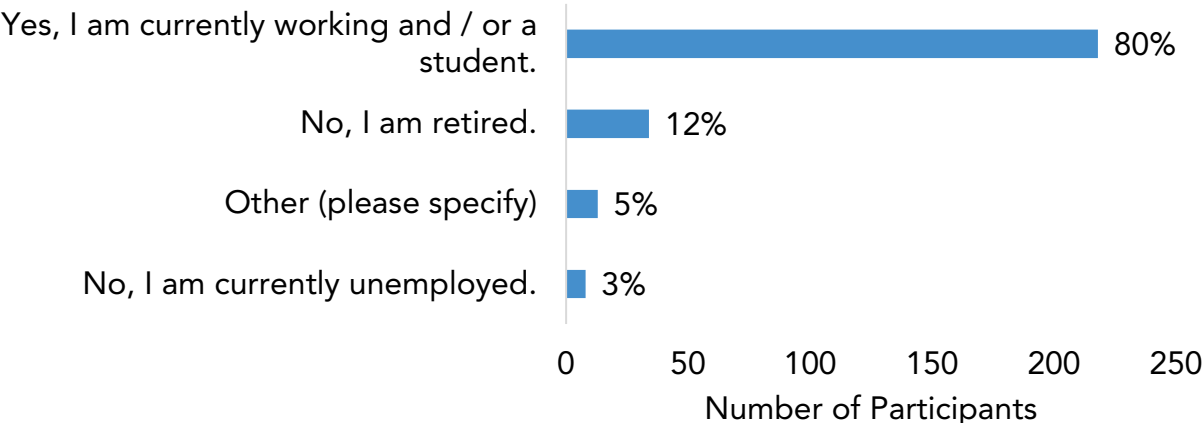
*Please indicate your age category: (275 responses)*



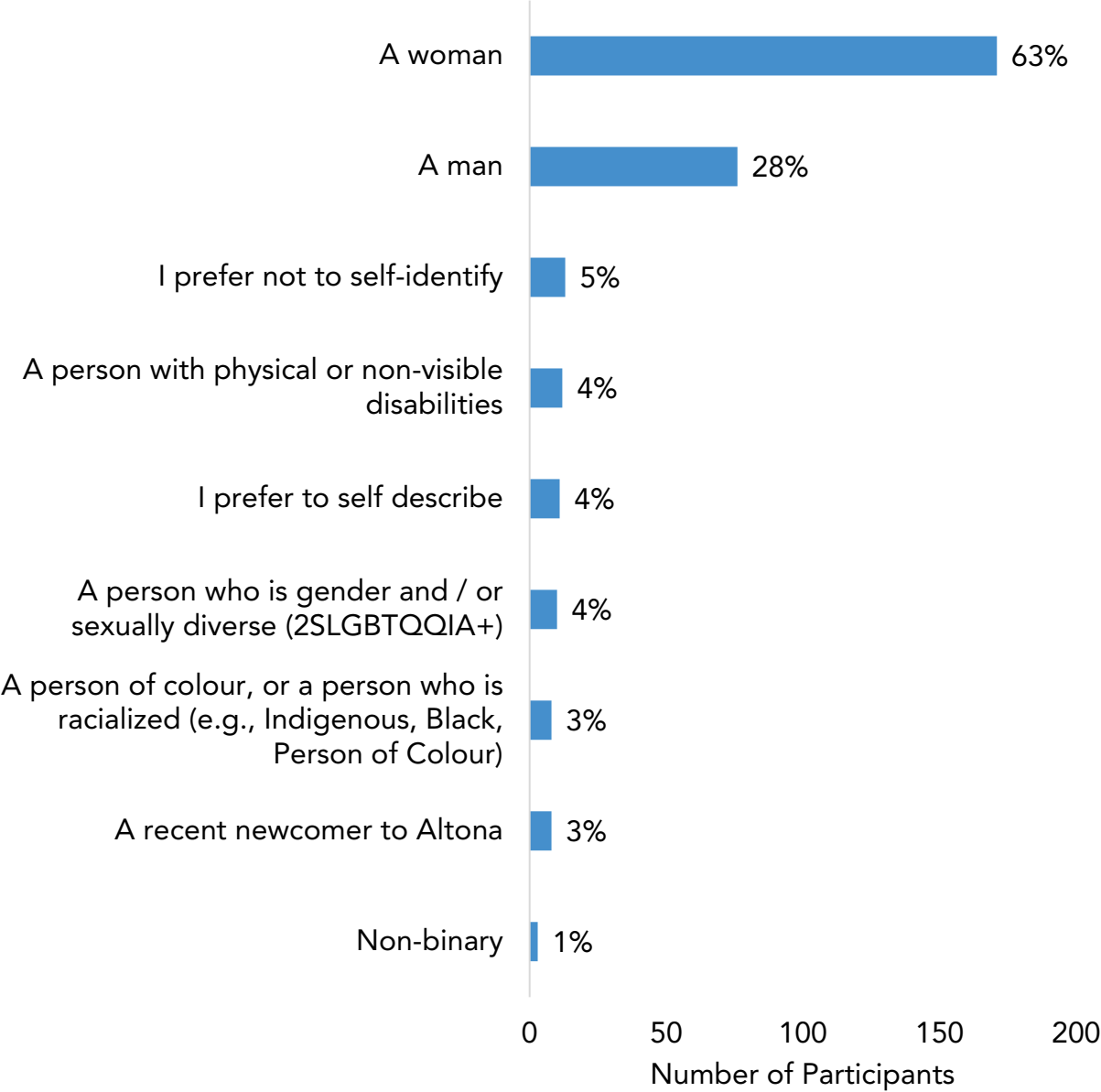
*Which category best describes your household? (276 responses)*



*Are you currently employed? (273 responses)*

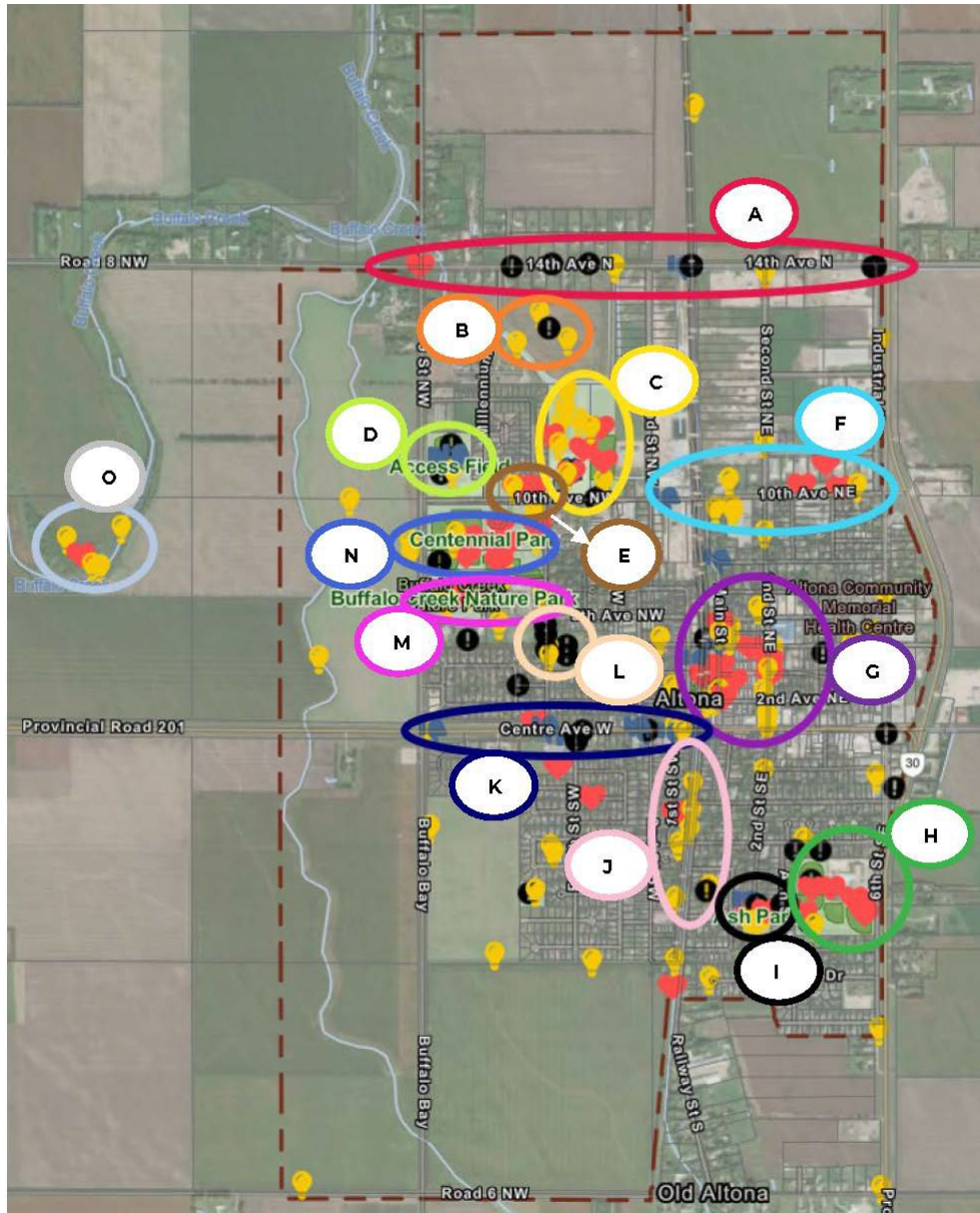


Please self-identify as you feel comfortable: (273 responses)



# Interactive Map

The interactive map on the Altona Recreation and Active Transportation Plan received more than 150 pins with geolocated comments identifying existing recreation and active transportation likes, dislikes, issues and opportunities in Altona. Response clusters, identified by capital letters in the figure below have been summarized in the following section.



Location Clusters are identified as follows:

<b>A</b> 14 <sup>th</sup> Ave, NW	<b>F</b> 10 <sup>th</sup> Ave, NE	<b>K</b> Centre Ave
<b>B</b> New Residential Development Off Millenium Dr.	<b>G</b> Main Street	<b>L</b> 5 <sup>th</sup> St, NW
<b>C</b> Millenium Exhibition Centre	<b>H</b> Baseball Diamond	<b>M</b> Buffalo Creek Nature Park
<b>D</b> Access Field	<b>I</b> Ash Park	<b>N</b> Centennial Park
<b>E</b> Gallery in the Park	<b>J</b> Railway St, S	<b>O</b> Buffalo Creek

## **A** 14<sup>th</sup> Ave NW

10 pins (1 like, 1 dislike, 6 issues and 2 opportunities) were dropped along 14<sup>th</sup> Avenue, North. Comments have been summarized below.

### Likes:

- Buffalo Creek is an enjoyable outdoor space during the spring (1 comment)

### Dislikes:

- 14<sup>th</sup> Ave, NW is a narrow road that forces vehicles and active transportation users to share the road (1 comment)

### Issues:

- The corner of 14<sup>th</sup> Ave, NW and Industrial Dr presents unsafe conditions for pedestrians / cyclists trying to cross the street (2 comments)
- Challenges with Bunge operations blocking traffic (1 comment)
- Lack of pedestrian or cycling facilities requires active transportation users to share the road with vehicles, potentially leading to unsafe conditions (1 comment)
- Improve lighting along 14<sup>th</sup> Ave, NW (1 comment)
- 14<sup>th</sup> Ave NW should not be a heavy truck route (1 comment)

### Opportunities:

- There is a desire to create a sidewalk loop from Millenium Drive to the trailhead on 14th Ave, NW, and potentially extending down to Industrial Drive, in order to establish an active transportation circuit in the north end of town (1 comment)
- Consider utilizing 2nd Street to establish an active transportation link between the north / south residential areas and the new commercial / industrial zones (1 comment)

## **B** New Residential Development off Millennium Dr.

4 pins (1 issue and 3 opportunities) were dropped off Millennium Dr. where a new residential development is proposed. Comments have been summarized below.

### Issues:

- Active transportation should be a requirement of new developments (1 comment)

### Opportunities:

- Desire for active transportation plans from new developments (1 comment)
- Develop new softball diamonds (1 comment)
- The town's drainage system could potentially be incorporated into the path network, adding an interesting feature (1 comment)

## **C** Millenium Exhibition Centre

13 pins (5 likes and 8 opportunities) were dropped in this area. Comments have been summarized below.

### Likes:

- Respondents are excited about the new orchard (1 comment)
- Respondents enjoy the paths in this area (1 comment)
- Respondents enjoy the new picnic shelter (1 comment)
- The Millenium Exhibition Centre is recognized an excellent facility given the size of the town (1 comment)

### Opportunities:

- Desire to redevelop north of the MEC and turn this area into a soccer field (3 comments)
- Desire to revitalize the stables and host events to engage local equestrians and the community (1 comment)
- Redesign the drain into a bioswale to create an engaging feature and an educational opportunity for children (1 comment)
- The MEC, RPC, and ACC are underutilized facilities and could be used for indoor programming in the summer (1 comment)
- Consider developing space beside the skatepark into a naturalized area or a dirt pump / jump track for biking (1 comment)

## D

### Access Field

7 pins (1 like, 3 dislikes, 2 issues, and 1 opportunity) were dropped in the Access Field area. Comments have been summarized below.

#### Likes:

- Well utilized and maintained baseball diamond (1 comment)

#### Dislikes:

- High water and electricity usage (1 comment)
- Taxpayers support the upkeep and maintenance of the baseball diamond to serve a limited group of users (2 comments)

#### Issues:

- It was noted that the Access Field currently serves a limited group of users given that it is a public property, respondents suggest that access be expanded to include more groups (1 comment)
- Respondents do not feel as though the Access Field is worth the financial investment from taxpayers (1 comment)

### Opportunities:

- Desire to incorporate cross-country ski trails (1 comment)

## **E** Gallery in the Park

6 pins (5 likes and 1 opportunity) were dropped in Gallery in the Park. Comments have been summarized below.

### Likes:

- Respondents identified Gallery in the Park as one of the best features of the Town of Altona (2 comments)
- Art classes provided through the Gallery at the Park are well utilized (1 comment)
- Respondents enjoy the walking paths (1 comment)

### Opportunities:

- Desire for additional programming for the Gallery Concerts (1 comment)

## **F** 10<sup>th</sup> Ave NE

11 pins (3 likes, 1 dislike, and 7 opportunities) were dropped along 10<sup>th</sup> Ave, NE. Comments have been summarized below.

### Likes:

- Good youth programming at the Outland Gym (1 comment)
- Respondents enjoy the Van Gogh painting and appreciate the use of space along the street as a linear park (1 comment)

### Dislikes:

- Respondents identified a disconnect between the NE and NW quadrant of the town since Bunge closed 10<sup>th</sup> Ave (1 comment)

### Opportunities:

- Winkler has a program where Recreation employees build small community rinks and maintain them to increase access for different parts of the community – desire to do something similar in Altona (2 comments)
- If the Town purchases the old greenhouse at the corner of Main Street and 10<sup>th</sup> Ave, NE, respondents would like to see the space redeveloped into a park for residents living in the north end (1 comment)

- Desire to redevelop 2<sup>nd</sup> Ave St, NE into a pedestrian focused streetscape similar to 2<sup>nd</sup> Ave, SE (1 comment)
- Desire to redesign 2<sup>nd</sup> Ave, NE to accommodate active transportation (1 comment)

## **G** Main Street

27 pins (10 likes, 2 dislikes, 3 issues, and 12 opportunities) were dropped along Main Street and the surrounding area. Comments have been summarized below.

### Likes:

- Pedestrians crossing from 1st SW to Main Street prefer to cross the tracks because it provides access to a pedestrian crosswalk along Main Street, an option not available on 4th Ave (1 comment)
- Sidewalk along Main St is well maintained (1 comment)
- Desire for public art (i.e. murals) throughout the Town (1 comment)
- Good amenities in the area (1 comment)
- Respondents appreciate the rest areas (i.e. benches) (3 comments)
- Respondents enjoy the summer events that take place, such as the Midway, as they attract people to the downtown area (1 comment)

### Dislikes:

- The intersection at Main Street and 4th Ave, NE is a significant crossing for active transportation users, but it fails to adequately address their accessibility and mobility needs (1 comment)
- Daily testing of community siren is disruptive (1 comment)

### Opportunities:

- Tent structure used for farmers market could be re-envisioned to host outdoor concerts or other recreational events (1 comment)
- The area adjacent to the farmers market could serve as a potential rest node within the active transportation network, featuring amenities such as benches. Additionally, enhancing pedestrian crossings in both north / south and east / west directions by extending the curb cuts could effectively highlight the presence of

pedestrians, promoting activity and movement without relying on cars (1 comment)

- Desire for a dedicated AT lane along Main Street (1 comment)
- Desire to use the parking lot at the corner of Main Street and 4<sup>th</sup> Ave, NE for a mini outdoor pop-up music event (1 comment)
- Desire to close Main Street during certain hours in the summer to host pop-up events (1 comment)
- Consider turning unused courtyard space along Main Street into community spaces (1 comment)
- Redevelop urban park space at the corner of 2<sup>nd</sup> St, NE and 4<sup>th</sup> Ave, NE (1 comment)
- Desire to close street to traffic in front of the mall to encourage AT and create a town square (1 comment)
- Develop a rest area in the space on the east side of the post office (1 comment)
- Consider blocking off a portion of 2<sup>nd</sup> St, NE on the east side of the hotel and creating a summertime outdoor plaza space (2 comment)
- Redesign four-way crossing at the intersection of Centre Ave E, and 2<sup>nd</sup> St NE to be pedestrian friendly (1 comment)

## H

### Baseball

8 pins (5 likes, 2 issues, and 1 opportunity) were dropped in the baseball diamond field in the southeast section of Town. Comments have been summarized below.

#### Likes:

- Enjoyable space in the winter (1 comment)
- Miller Softball Diamonds are well maintained (1 comment)
- Respondents appreciate that the trail system passes by the ball diamonds (1 comment)
- Recreation facilities are well utilized (i.e. Basketball court and soccer field) (2 comment)
- During the wintertime, this area is well suited for creating ski trails (1 comment)

#### Issues:

- Desire for an additional soccer pitch below the track field (1 comment)
- Current soccer field requires maintenance (1 comment)

#### Opportunities:

- Respondents would like to see a cricket pitch developed in this area (1 comment)

## I Ash Park

12 pins (2 likes, 3 dislikes, 2 issues, and 5 opportunities) were dropped in Ash Park. Comments have been summarized below.

#### Likes:

- Respondents enjoy the ice rink / basketball courts that are available (1 comment)
- Respondents enjoy the natural features in the park (1 comment)

#### Dislikes:

- The playground requires maintenance and upgrades (3 comments)

#### Issues:

- Desire to maintain toboggan slide in the winter (1 comment)
- Desire for traffic calming features on Ash St. (1 comment)

#### Opportunities:

- Desire for additional recreational facilities (second basketball court, splash pad, cricket pitch) (4 comments)
- Basketball court requires maintenance (1 comment)

## J Railway St, S

9 pins (1 like, 1 issue, and 7 opportunities) were dropped along Railway St, S. Comments have been summarized below.

#### Likes:

- Respondents appreciate the scale of 1st St, SW (1 comment)

**Issues:**

- Unclear how to access pocket park off Spruce Crescent (1 comment)

**Opportunities:**

- Develop an integrated trail network within the Town of Altona (1 comment)
- Strip of land beside the railway could be used as a connector trail between the Gretna trail and the rest of Town (1 comment)

**K Centre Ave**

15 pins (1 like, 8 dislikes, 3 issues, and 3 opportunities) were dropped along Centre Ave. Comments have been summarized below.

**Likes:**

- Respondents enjoy the trail adjacent to Centre Ave (1 comment)

**Dislikes:**

- Respondents feel unsafe travelling on Centre Ave as a cyclist (1 comment)
- There are several unsafe intersections along Centre Ave (3 comments)
- The trail ends at the busy intersection of Centre Ave and 5th St NW, creating an unsafe environment for pedestrian and cyclists (1 comment)
- The sidewalk on the southern section of Centre Ave ends at various points, forcing pedestrians to find alternative routes (3 comments)

**Issues:**

- Sidewalks are too close to the street and pedestrians are splashed by passing vehicles (1 comment)
- Vehicles travel too fast along Centre Ave - this cause issues with congested school traffic around Elmwood School and the termination of the trail system at 5<sup>th</sup> St (1 comment)
- Heavy traffic in this area limits children's ability to use active transportation to get to school (1 comment)

### Opportunities:

- Desire for traffic calming measures (2 comments)
- There is a need for a crosswalk across Centre Ave from 1st SW (1 comment)

## L 5<sup>th</sup> St, NW

8 pins (5 issues and 3 opportunities) were dropped along Centre Ave. Comments have been summarized below.

### Issues:

- There is a desire for washroom facilities to be available for those using the ball diamond (1 comment)
- Desire for equity and fairness in the distribution of recreational facilities (1 comment)
- Traffic on 5<sup>th</sup> St, NW around school pick-up / drop-off time and baseball season makes this street unsafe for pedestrians or cyclists (3 comments)

### Opportunities:

- Desire for central drop-off location for all three schools in the area (1 comment)
- There is a strong desire for an active transportation network that seamlessly connects various parts of the town (2 comments)

## M Buffalo Creek Nature

11 pins (5 likes and 6 opportunities) were dropped Buffalo Creek Nature Park. Comments have been summarized below.

### Likes:

- Respondents enjoy Buffalo Creek Nature Park and all its natural amenities (off-leash dog park, trails and the water feature of the pond) (5 comments)

### Opportunities:

- Desire to re-purpose the space in winter (i.e. snowboard area) (2 comments)
- Increase biodiversity in the pond (1 comment)

- Desire for the Town and school division to share responsibilities to create a new soccer pitch and green space (1 comment)
- Expand camping facilities near the park (1 comment)
- Respondents expressed a desire for a trail system to be developed from Park Rd along 5th St NW, connecting to the trails at West Park (1 comment)



## Centennial Park

15 pins (7 likes, 3 issues, and 5 opportunities) were dropped in Centennial Park. Comments have been summarized below.

### Likes:

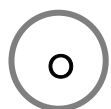
- Recreational facilities are well maintained (4 comments)
- Respondents enjoy community events that are held in Centennial Park (movie in the park) (1 comment)

### Issues:

- Desire for washroom facilities (1 comment)
- Desire for equity and fairness in the distribution of recreational facilities (2 comments)

### Opportunities:

- Opportunity to connect the park to Buffalo Bush and Trans Canada Trail (1 comment)
- Desire for additional recreational facilities, such as softball diamonds, soccer pitch, cricket pitch, cross country ski trails (3 comments)
- Park stage requires maintenance (1 comment)



## Buffalo Creek

5 pins (1 like and 4 opportunities) were dropped in Buffalo Creek. Comments have been summarized below.

### Likes:

- No comment provided

### Opportunities:

- Opportunity to connect with natural environment (1 comment)
- Desire for a kayaking or trail along Buffalo Creek (3 comments)

## Pop-Up Event

The Town hosted a pop-up event on June 19, 2024 from 6pm – 8pm at the Rhineland Pioneer Centre, which was attended by more than 60 community members. Attendees were able to share input about recreating and actively travelling in Altona through a variety of interactive boards, and were able to ask questions directly to the project team. Below is a summary of what we learned from pop-up attendees.

### *What activities (indoor and outdoor) do you participate in on a regular basis?*

- Recreational team sports: 29 votes
- Walking / running: 16 votes
- Cycling: 14 votes
- Swimming: 13 votes
- Leisure and learning: 9 votes
- Skating: 8 votes
- Cross country skiing: 6 votes
- Arts and culture: 5 votes
- Camping: 5 votes
- Individual recreation or programs: 4 votes
- Tennis: 4 votes
- Snowmobiling: 3 votes
- Other - disc golf: 3 votes
- Pickle ball: 2 votes
- Picnicking: 2 votes
- Other - dog walking: 2 votes

### *What prevents you from participating in recreation opportunities?*

- Access to high-quality outdoor spaces (other than baseball facilities) and equality in using the existing high-quality spaces
  - Baseball fields
  - Soccer fields

- A variety of indoor facilities is lacking
  - Indoor winter activities like swimming, pickleball, walking track, and baseball practice
  - Soccer
- Lack of options to participate in outdoor winter activities
  - Cross-country ski trails
  - Snowshoeing
- Lack of active transportation infrastructure, sidewalks, and pathways (i.e. issues of safety, especially for kids biking to school)
- Not enough drop-in / casual programming

*What types of recreation and active transportation facilities and programs would you like to see offered in Altona?*

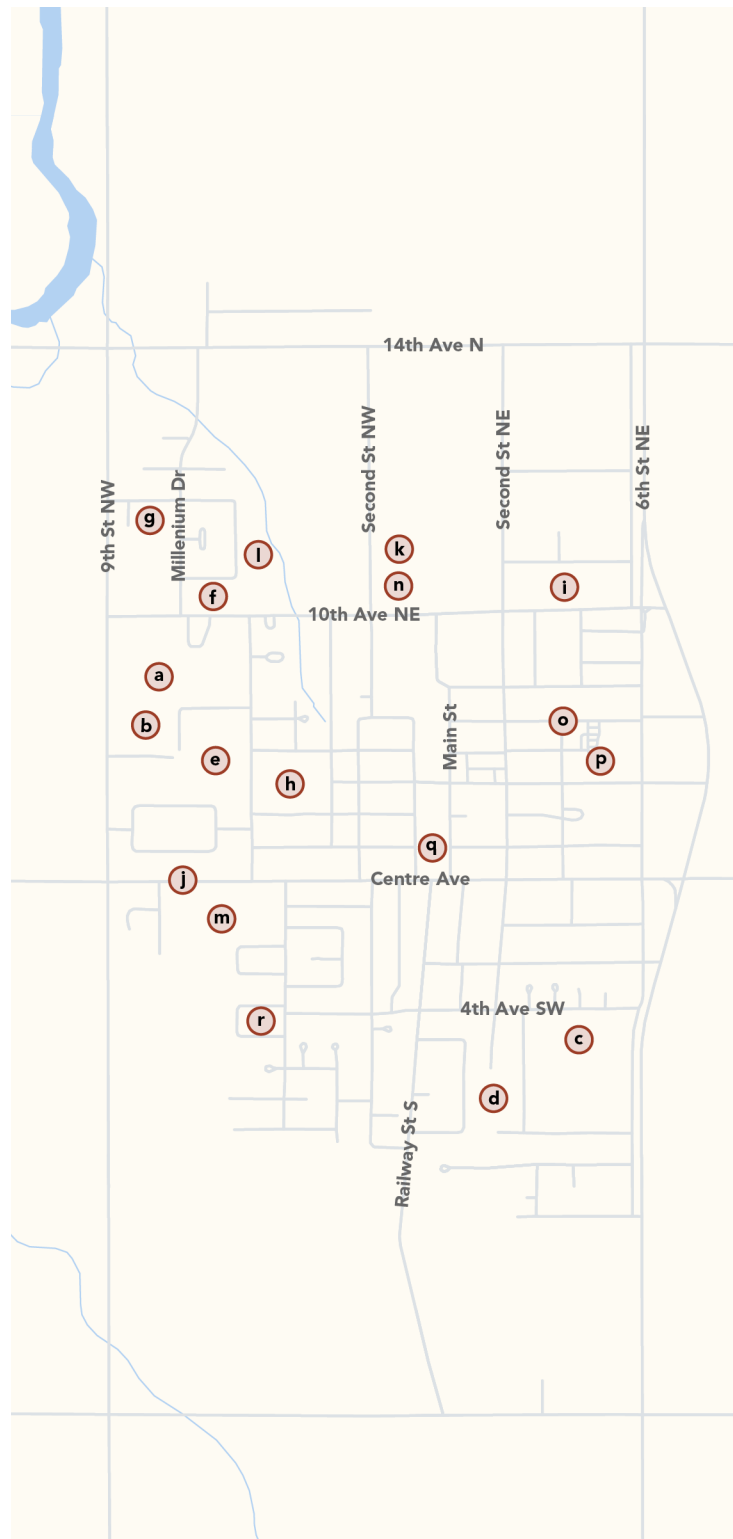
- Indoor spaces for winter (multi-sport facility)
  - Soccer
  - Softball and baseball
  - Swimming pool
  - Volleyball
  - Pickleball
  - Wiffleball
  - Tennis
  - Better female dressing rooms for hockey
  - Basketball
  - Playground
- Outdoor facilities
  - 4-plex ball diamond with bathrooms and canteen - dedicated spaces for both men's and women's leagues
  - Soccer park, ultimate frisbee, football / rugby, field sports
  - Pump track addition to skate park

- Address gaps in walking trails (i.e. west side connection to the Trans Canada Trail to the south)
- Address safety and accessibility through active transportation network and facilities (i.e. Active transportation infrastructure, not just sidewalks and pathways, to make biking to school safer on places like 5<sup>th</sup> street and crossing Centre Ave.)
- Playgrounds
  - Nature play
  - 0-5 year structures
- Upgrades to Ash Park
  - Splash pad
  - Dog park
- Seasonal camping sites
- Accessible sport for newcomers
- Dedicated cricket pitches (rather than having to use tennis courts)

*What existing facilities could use improvement? Are there areas that would benefit from improved or new recreation facilities?*

- Active transportation infrastructure (increase safety while riding / commuting)
- Trail connections and links
- Preserve greenspace and incorporate active transportation options in the industrial zone (i.e. provide safe and comfortable options to commute to work)
- New facilities for softball and baseball (move away from having to use existing school BLSD diamonds)
- Wider sidewalks for accessibility
- Safety measures at dangerous intersections and along train tracks (i.e. Fifth Ave. NW and Third St. NW, Third Ave. NW and Third St. NW)
- Recreation options in the southeast area of town
- Trail connection to Buffalo Bush

Show us on the map which facilities and outdoor spaces you or members of your household visit throughout the year.



- a** Centennial Park & Aquatic Centre  
**19 mentions**
- b** Buffalo Park  
**10 mentions**
- c** WC Miller Collegiate  
**8 mentions**
- d** Ash Park  
**5 mentions**
- e** Ecole Parkside Junior High School  
**5 mentions**
- f** Gallery in the Park  
**5 mentions**
- g** Access field  
**3 mentions**
- h** Ecole West Park School  
**3 mentions**
- i** Memory Garden  
**3 mentions**
- j** Centre Avenue between Fifth St NW and RD 5  
**2 mentions**
- k** Community Garden  
**2 mentions**
- l** Dog Park  
**2 mentions**
- m** Ecole Elmwood School  
**2 mentions**
- n** Skatepark  
**2 mentions**
- o** 6<sup>th</sup> Avenue NE and 4<sup>th</sup> Street NE  
**1 mention**
- p** Altona and Area Family Resource Group  
**1 mention**
- q** Farmers Market  
**1 mention**
- r** Redwood Bay Field  
**1 mention**

## Advisory Committee

On June 19, 2024, members of the project team met with key community stakeholders who will form the advisory committee for the Recreation and Active Transportation Plan. Attendees represented the various recreation groups, community organizations and businesses in Altona. A summary of the first meeting is included in **Appendix A**.

# Next Steps

The input collected through this first round of engagement for the Altona Recreation and Active Transportation Master Plan is a crucial part of understanding the current recreation and active transportation conditions, community interests, and priorities for the future.

With the first round of engagement complete, the project team will now work to develop the draft Recreation and Active Transportation Master Plan using input received from community members and stakeholders. Once the draft is complete, we will reach out to the community again with additional consultation activities and events to gather feedback on the draft Plan before it is finalized.

We would like to thank all community members and stakeholders who participated in this first round of engagement and provided valuable input into the planning process so far. We look forward to your continued involvement in the development of the Recreation and Active Transportation Master Plan.

# Welcome!

**The Town of Altona is developing a Recreation and Active Transportation Master Plan to expand and enhance our current recreation and active transportation facilities.**



The Plan will:

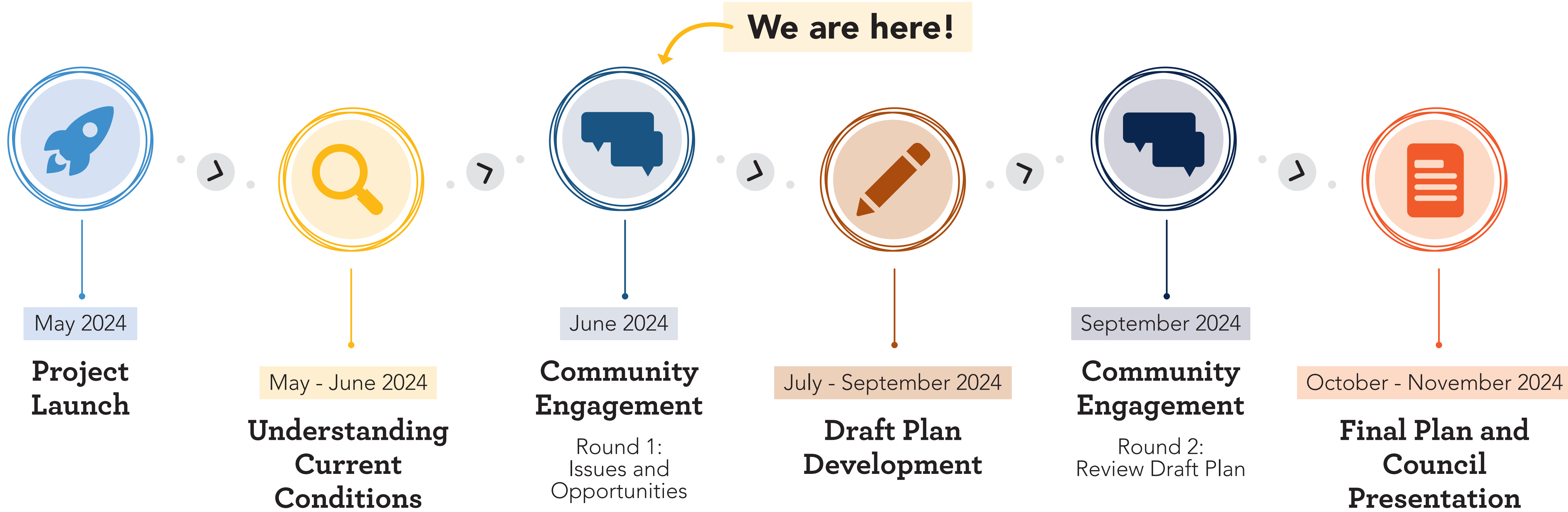
- ✦ Guide how we invest in recreation and active transportation over the next 20 years.
- ✦ Create opportunities and facilities that residents and visitors of all ages, abilities, and backgrounds can easily access and comfortably use through all seasons.

Your input is critical to the development of the plan. We want to understand what recreation and active transportation opportunities you currently enjoy in Altona and what prevents you from participating as much as you would like.

# Project Timeline



Through this first round of engagement, we are asking community members to share how you currently recreate and actively travel in Altona, how satisfied you are with existing recreation facilities and opportunities in Altona, and what you would like to see the Town prioritize in the future.



# Recreation and Active Transportation in Altona Today

## What activities (indoor and outdoor) do you participate in on a regular basis?

Place a dot sticker next to your answers below.

Arts and culture i.e., theatre, dance, choral, visual arts, etc.	Camping	Cross country skiing	Cycling	Individual recreation or programs i.e. yoga, meditation, martial arts, fitness classes, dance, etc.
Leisure and learning i.e. continuing education, cooking classes, garden clubs, bingo, library, etc.	Pickleball	Picnicking	Recreational team sports e.g., curling, hockey, basketball, etc.	Skating
Snowmobiling	Swimming	Tennis	Walking / running	Other (please specify)

# Recreation and Active Transportation in Altona Today

**What prevents you from participating in recreation opportunities?**

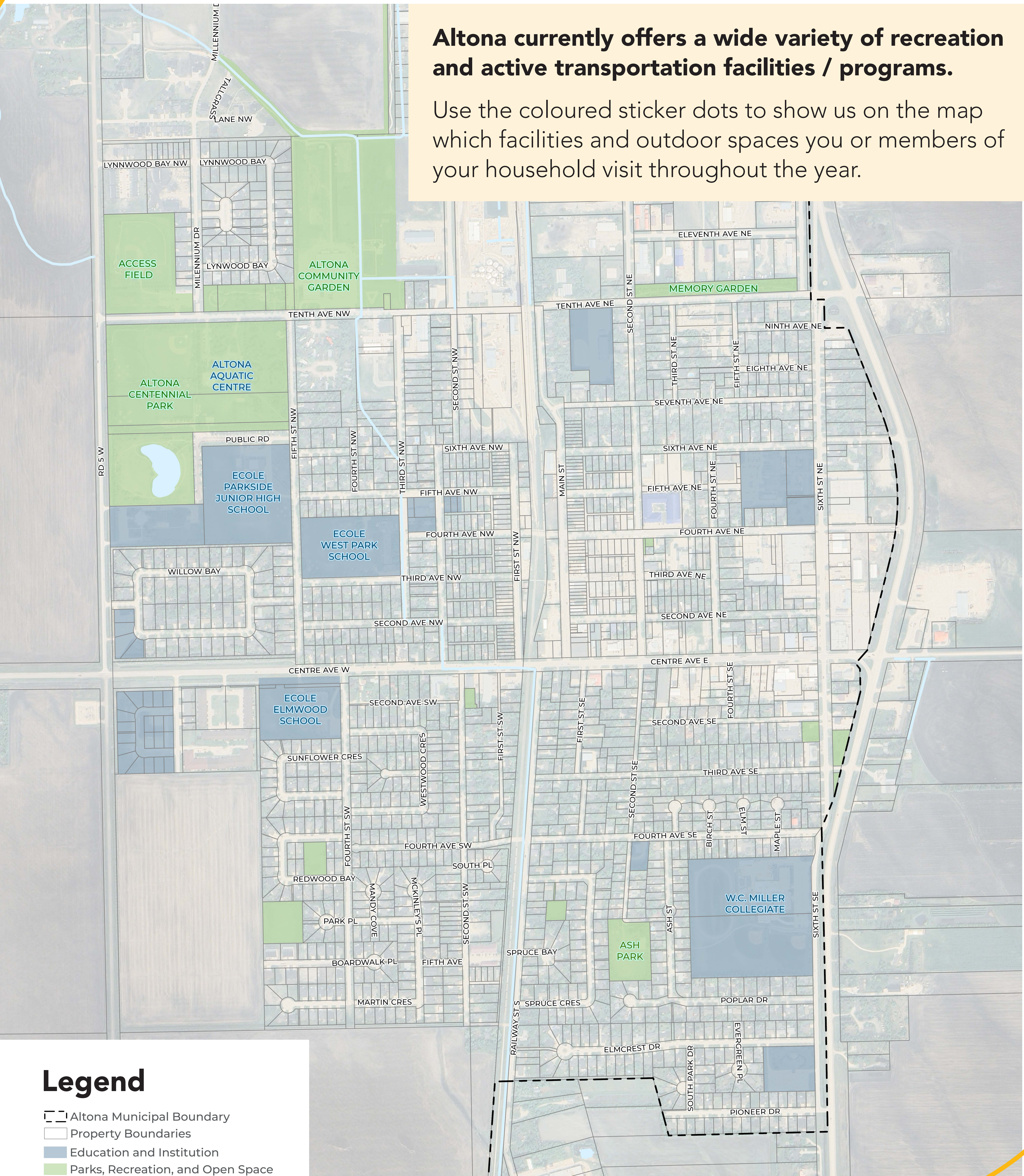
*Place a sticky note with your answer below.*



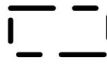



# Recreation and Active Transportation in Altona Today

**Altona currently offers a wide variety of recreation and active transportation facilities / programs.**

Use the coloured sticker dots to show us on the map which facilities and outdoor spaces you or members of your household visit throughout the year.



## Legend

-  Altona Municipal Boundary
-  Property Boundaries
-  Education and Institution
-  Parks, Recreation, and Open Space

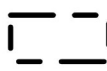

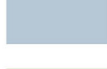
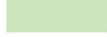
# Recreation and Active Transportation in Altona Today

**What existing facilities could use improvement?  
Are there areas that would benefit from improved  
or new recreation facilities?**

Use the coloured sticker dots to show us on the map which facilities and outdoor spaces could be improved or where the Town should consider building new facilities.



## Legend

-  Altona Municipal Boundary
-  Property Boundaries
-  Education and Institution
-  Parks, Recreation, and Open Space

# Visioning for the Future

The Recreation and Active Transportation Plan will act as a guide for investments in recreation programs and facilities for the next 20 years.

**What types of recreation and active transportation facilities and programs would you like to see offered in Altona?**



# Thank you for attending!

To learn more about the project, visit our project website by scanning the QR code or visiting <http://bit.ly/AltonaRecATPlan>.

## Our community survey is live!

Share your voice to let us know how you currently use Altona's recreation and active transportation facilities, what prevents you from participating, and what types of programs and facilities you would like to see offered in the future.

### Survey closes June 28th.

If you would like a paper copy of the survey, please email [communications@altona.ca](mailto:communications@altona.ca) or visit the Altona Civic Centre located at 111 Centre Avenue E.



Scan with your smart phone!  
<http://bit.ly/AltonaRecATPlan>

# Town of Altona

# Recreation and Active Transportation Master Plan

## Survey #1

### Project Background

#### **Recreation and active transportation are for everyone!**

The Town of Altona is developing a *Recreation and Active Transportation Master Plan*. The purpose of this Plan is to:

- Guide how we invest in recreation and active transportation over the next 20 years
- Enhance and expand our Town's current recreation and active transportation facilities and programs
- Create opportunities and facilities that residents and visitors of all ages, abilities, and backgrounds can easily access and comfortably use through all seasons.

The Master Plan will be developed based on input from community members and key stakeholders. Throughout the planning process, we will seek to understand the current state of recreation and active transportation opportunities in Altona, identify the needs of residents and community organizations, and develop a plan that addresses community interests and includes an implementation plan that is achievable and fiscally responsible.

# Survey Information

## Purpose

Data collected from this survey will be used to learn about what programs and facilities are most important to you, and what you would like to see offered in Altona. Your thoughts and opinions will be used to set priorities for our Town's recreation and active transportation programs and facilities over the next 20 years.

## Structure

**Please complete this survey by June 28th, 2024.** This survey will take about 10 minutes to complete and includes the following sections:

- Recreation Activities and Participation
- Level of Satisfaction
- Future Recreation Opportunities and Priorities
- Funding For Recreation Services
- About You

Your participation in this survey is anonymous and completely voluntary. While some demographic questions have been included to ensure a wide range of Altona's population have been engaged, we will not be collecting information about your personal identity (e.g., name, address, etc.).

## Contact Information

If you have any questions regarding this survey and the Recreation and Active Transportation Master Plan, or if you need assistance completing the survey, please contact Keira Thurston (Communications Officer) at [communications@altona.ca](mailto:communications@altona.ca).



## Section 1: Recreation Activities & Participation

Please tell us how you *currently* participate in active transportation and recreation and what is important to you.

- 1. On a typical day, what is your usual mode of transportation for accessing the following destinations? (Please select all that apply)**

	Walking (includes mobility aids)	Bike	Skateboard / scooter / e-scooter	Drive alone	Drive with others (i.e., carpool)	Other
Work						
School						
Picking-up groceries						
Appointment / errands						
Accessing parks, trails, playgrounds, etc.						
Meeting friends at their homes or local establishments						
Sporting events						

- 2. If you selected "other" in the previous question, please specify what mode of transportation you use:**

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**3. How do you most typically enjoy participating in recreation?  
(Please select all that apply)**

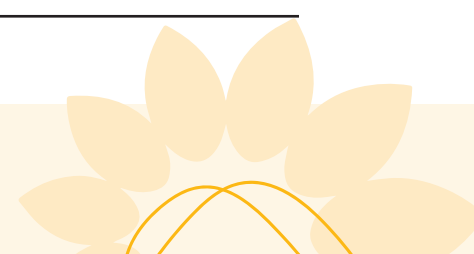
- As an individual
- As a household (e.g., with family)
- In a team setting
- Spectating

**4. What are the main reasons you (or members of your household) participate in recreation activities? (Please select all that apply)**

- |  |   |
|--|---|
| <input type="checkbox"/> Physical health and exercise  | <input type="checkbox"/> Pleasure / entertainment                     |
| <input type="checkbox"/> Mental health and wellbeing   | <input type="checkbox"/> Enjoy a challenge                            |
| <input type="checkbox"/> To be with family / friends   | <input type="checkbox"/> Improve skills or knowledge                  |
| <input type="checkbox"/> Meet new people               | <input type="checkbox"/> Other (please specify):                      |
| <input type="checkbox"/> To feel part of the community | _____   |
| <input type="checkbox"/> Creative outlet               | _____   |
| <input type="checkbox"/> Be outdoors / enjoy nature    | <input type="checkbox"/> I don't participate in recreation activities |
| <input type="checkbox"/> Relaxation                    |   |

**5. Which facilities and outdoor spaces do you or members of your household primarily visit? For locations that operate seasonally, let us know which facilities and outdoor spaces you visit frequently when they are open.  
(Please select all that apply)**

- |  |   |
|--|---|
| <input type="checkbox"/> Active transportation pathways & trails | <input type="checkbox"/> Millennium Exhibition Centre             |
| <input type="checkbox"/> Access Field                            | <input type="checkbox"/> Playgrounds                              |
| <input type="checkbox"/> Altona Aquatic Centre                   | <input type="checkbox"/> Pop-up dog park                          |
| <input type="checkbox"/> The Bridge Skate Park                   | <input type="checkbox"/> South Central Regional Library in Altona |
| <input type="checkbox"/> Buffalo Creek Nature Park               | <input type="checkbox"/> Walking trails                           |
| <input type="checkbox"/> Centennial Park                         | <input type="checkbox"/> W.C. Miller Collegiate running track     |
| <input type="checkbox"/> Community gardens                       | <input type="checkbox"/> Other (please specify):                  |
| <input type="checkbox"/> Gallery in the Park                     | _____   |
| <input type="checkbox"/> Memory Garden                           | _____   |



**6. If you selected "Centennial Park", please specify what facilities you or members of your household primarily visit:**

- |  |  |
|--|--|
| <input type="checkbox"/> Ball diamonds | <input type="checkbox"/> Playground              |
| <input type="checkbox"/> Batting cages | <input type="checkbox"/> Tennis courts           |
| <input type="checkbox"/> Campground    | <input type="checkbox"/> Other (please specify): |
| <input type="checkbox"/> Disc golf     | _____  |
|  | _____  |

**7. If you selected "Millennium Exhibition Centre", please specify what facilities you or members of your household primarily visit:**

- |   |  |
|---|--|
| <input type="checkbox"/> Area           | <input type="checkbox"/> Pitching tunnel         |
| <input type="checkbox"/> Curling Rink   | <input type="checkbox"/> Short court             |
| <input type="checkbox"/> Pioneer Centre | <input type="checkbox"/> Indoor playground       |
| <input type="checkbox"/> Walking track  | <input type="checkbox"/> Other (please specify): |
|   | _____  |
|   | _____  |

**8. What activities (indoor and outdoor) do you participate in on a regular basis? (Please select all that apply)**

- |  |   |
|--|---|
| <input type="checkbox"/> Arts and culture (i.e., theatre, dance, choral, visual arts, etc.)                                    | <input type="checkbox"/> Pickleball   |
| <input type="checkbox"/> Camping   | <input type="checkbox"/> Picnicking   |
| <input type="checkbox"/> Cross country skiing  | <input type="checkbox"/> Recreational team sports (e.g., curling, hockey, basketball, etc.) |
| <input type="checkbox"/> Cycling   | <input type="checkbox"/> Skating  |
| <input type="checkbox"/> Individual recreation or programs (i.e. yoga, meditation, martial arts, fitness classes, dance, etc.) | <input type="checkbox"/> Snowmobiling   |
| <input type="checkbox"/> Leisure and learning (i.e. continuing education, cooking classes, garden clubs, bingo, library, etc.) | <input type="checkbox"/> Swimming   |
|  | <input type="checkbox"/> Tennis   |
|  | <input type="checkbox"/> Walking / running  |
|  | <input type="checkbox"/> Other (please specify):  |
|  | _____   |
|  | _____   |



**9. If you selected "recreational team sports", please specify:**

- |                                     |  |
|-------------------------------------|--|
| <input type="checkbox"/> Baseball   | <input type="checkbox"/> Football                |
| <input type="checkbox"/> Basketball | <input type="checkbox"/> Soccer                  |
| <input type="checkbox"/> Cricket    | <input type="checkbox"/> Volleyball              |
| <input type="checkbox"/> Curling    | <input type="checkbox"/> Other (please specify): |
| <input type="checkbox"/> Hockey     | _____  |
|                                     | _____  |

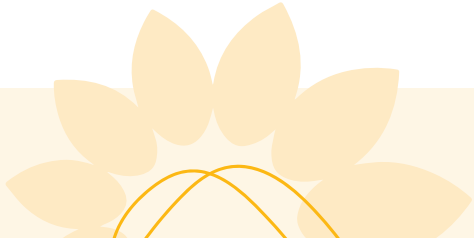
**10. On a scale of 0 to 5, please rate how important recreation activities are to:**

	0 (Not at all important)	1 (A little important)	2 (neutral)	3 (Important)	4 (Fairly Important)	5 (Very Important)
Your household's quality of life?						
The overall community and region?						
The potential for attracting new residents?						
The potential for attracting visitors?						
For the economy of Altona?						



**11. What, if anything, prevents you from participating in recreation activities in Altona? (please select all that apply)**

- Accessibility barriers (physical, mental, neurodivergent, intellectual disability, etc.)
- Better or more appealing opportunities outside of Altona / facility or opportunity doesn't currently exist in Altona
- Can't find childcare
- Cost to participate is prohibitive
- Don't feel that there are equal opportunities for me (or my household) to participate
- Don't have the ability to participate (e.g., lack the skill and / or comfort level)
- Inconvenient times
- I am not interested in participating
- Overcrowded facilities or outdoor spaces
- Poor quality / inadequate recreation facilities or outdoor spaces
- Recreation facilities are not available (i.e., book up fast)
- I am unaware of what recreation facilities and activities are available
- Other (please specify):  
\_\_\_\_\_  
\_\_\_\_\_
- Nothing prevents my participation



## Section 2: Level of Satisfaction

Please share with us your level of satisfaction with *existing* recreations facilities and opportunities in Altona.

### 1. Do you participate in recreation activities on a weekly basis?

- Yes
- No
- Sometimes

### 2. If you answered “yes” to the previous question, approximately how many hours do you participate per week?

- 1-3 hours
- 4-6 hours
- 7-9 hours
- 10+ hours

### 3. What do you like best about recreation in the Town of Altona? (Please select up to three responses)

- Recreation opportunities (e.g., programs, events, facilities) provided by volunteers and community organizations
- Indoor recreation facilities (Millennium Centre, Gallery in the Park)
- Outdoor recreation spaces (Buffalo Creek Nature Park, Centennial Park, Community Garden, Memory Garden, Aquatic Centre)
- Variety of recreation opportunities
- Unprogrammed spaces (e.g., walking trails)
- Year-round opportunities
- Proximity (not having to leave Altona)
- Other (please specify): \_\_\_\_\_  
\_\_\_\_\_



**4. How satisfied are you with Altona’s recreation facilities, outdoor spaces, and active transportation? Please consider how well each of the following are meeting the needs of you and / or your household.**

	1 (Very unsatisfied)	2 (Unsatisfied)	3 (Neutral)	4 (Satisfied)	5 (Very Satisfied)
Access to community recreation centres					
Access to aquatics facilities					
Access to ice arena facilities					
Access to sport fields and ball diamonds					
Availability of organized sport programming					
Availability of arts and cultural programming					
Access to parks and playgrounds					
Access to walking trails					
Access to biking / active transportation trails					



**5. Do you feel the Town of Altona meets the recreational needs of its residents?**

- Yes
- No
- Unsure
- Please explain your answer:

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**6. Do you travel outside of Altona to access recreational facilities not currently offered?**

- Yes (please specify): \_\_\_\_\_
- No, I do not travel outside of Altona to access recreational facilities



# Section 3: Future Recreation Opportunities & Priorities

Please share with us what you believe to be priorities for the *future* of recreation and active transportation in the Town of Altona.

## 1. Which of the following statements do you agree with? (Please select all that apply)

- New recreational facilities and outdoor spaces need to be developed in Altona
- Altona’s existing recreational facilities and outdoor spaces need to be enhanced
- I am unsure if Altona needs to enhance or develop new recreation facilities or outdoor spaces
- Altona does not need to enhance or develop new recreation facilities or outdoor spaces
- Please explain your answer:

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## 2. What recreation facilities or outdoor spaces should be a priority for future investment? (Please select your top 5)

- |   |   |
|---|---|
| <input type="checkbox"/> Walking paths and trails   | <input type="checkbox"/> Outdoor spaces for gatherings and events       |
| <input type="checkbox"/> Cycling paths and trails   | <input type="checkbox"/> Covered outdoor spaces (rain/shade protection) |
| <input type="checkbox"/> Outdoor fitness trail or stations                                  | <input type="checkbox"/> Community gardens                              |
| <input type="checkbox"/> Running track  | <input type="checkbox"/> Public washrooms                               |
| <input type="checkbox"/> Walking trails   | <input type="checkbox"/> Directional and interpretive signage           |
| <input type="checkbox"/> Bike skills park / pump track                                      | <input type="checkbox"/> Dog off leash areas                            |
| <input type="checkbox"/> Skatepark  | <input type="checkbox"/> Winter hill sliding                            |
| <input type="checkbox"/> Sports fields (e.g., baseball diamonds, soccer, football, cricket) | <input type="checkbox"/> Cross-country skiing                           |
| <input type="checkbox"/> Sports courts (e.g., basketball, volleyball, tennis, pickle ball)  | <input type="checkbox"/> Snowshoeing                                    |
| <input type="checkbox"/> Pool   | <input type="checkbox"/> Outdoor Ice Skating                            |
| <input type="checkbox"/> Splash pad   | <input type="checkbox"/> Other (please specify):                        |
| <input type="checkbox"/> Playgrounds  | <hr/>   |
| <input type="checkbox"/> Park spaces  | <hr/>   |



**3. If you selected sports fields and / or sports courts to the previous question, please specify:**

- |  |  |
|--|--|
| <input type="checkbox"/> Soccer field  | <input type="checkbox"/> Basketball court        |
| <input type="checkbox"/> Ball diamonds (e.g., slo-pitch, T-ball, baseball, softball) | <input type="checkbox"/> Volleyball court        |
| <input type="checkbox"/> Football field  | <input type="checkbox"/> Tennis courts           |
| <input type="checkbox"/> Cricket pitch   | <input type="checkbox"/> Pickle ball courts      |
|  | <input type="checkbox"/> Other (please specify): |

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**4. What are your BIG ideas for recreation and active transportation in Altona? E.g.,) How can participation in recreation and active transportation be increased? What new activity can be brought to Town? How can we make participation more accessible and inclusive? Please share your ideas with us.**

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## Section 4: Funding for Recreation Services

Please share with us how you feel funding for recreation should be approached in the Town of Altona.

- 1. On average, people in the Town of Altona pay approximately \$300.26 per capita per year in municipal taxes for recreation services. The amount you pay may be more or less, but \$300.26 is the average. How much more would you be willing to pay through municipal taxation for recreation services per person, per year in the future?**

- Under \$25
- \$26 - 50
- \$51 - 74
- \$75 - 100
- Unsure

- 2. In your opinion, should recreation and active transportation services be supported:**

- Mainly through taxes
- Mainly through user fees
- Through equal combination of taxes and user fees
- Unsure



## Section 5: About You

Please tell us about yourself. Your answers to these questions are not required, but will help us build a picture of who is living in the community and who we are hearing from. Your answers will provide a better understanding of recreation and active transportation needs in Altona. Your answers will also help us identify any gaps in our engagement (i.e., community members who may not be part of the conversation).

### 1. Do you live and / or work in Altona?

- Yes
- No

### 2. How long have you lived and / or worked in Altona?

- Less than 1 year
- 1-5 years
- 6-10 years
- 10+ years

### 3. Do you expect to be living and / or working in Altona for the next 5 years?

- Yes
- No
- Unsure

### 4. Please indicate your age category:

- 10-19 years
- 20-29 years
- 30-39 years
- 40-49 years
- 50 – 59 years
- 60-69 years
- 70 – 79 years
- 80+



**5. Do you use any mobility aids? If so, please specify:**

- I do not use any mobility aids.
- Wheelchair
- Motorized scooter
- Walker or cane
- Other (please specify): \_\_\_\_\_

**6. Which category best describes your household?**

- Living alone
- Single Parent, living with child(ren)
- Couple, with no children or not living with their child(ren)
- Couple, living with children
- Other (please specify): \_\_\_\_\_

**7. Are you currently employed?**

- Yes, I am currently working and / or a student.
- No, I am currently unemployed.
- No, I am retired.
- Other (please specify): \_\_\_\_\_

**8. Please self-identify as you feel comfortable:**

- A person with physical or non-visible disabilities
- A recent newcomer to Altona
- A person of colour, or a person who is racialized (e.g., Indigenous, Black, Person of Colour)
- A person who is gender and / or sexually diverse (2SLGBTQQIA+)
- A man
- A woman
- Non-binary
- I prefer to self describe: \_\_\_\_\_
- I prefer not to self-identify







*Altona*

**Round 2 Engagement**



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**Town of Altona**

# Recreation and Active Transportation Master Plan

Round 2 Engagement Summary

**October 2024**



**Altona**

# Contents

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# Introduction

In May 2024, the Town of Altona launched the planning process for developing a Recreation and Active Transportation Master Plan (RATMP). The Plan will provide a guide for enhancing and expanding the Town’s current recreation and active transportation facilities and programs over the next 20 years.

Based on community feedback and technical review, a draft Recreation and Active Transportation Master Plan was developed and shared with community members to gather their feedback.

Figure 1: Project Timeline



# Community Engagement

## Purpose

The purpose of the second round of engagement was to share the draft Recreation and Active Transportation Master Plan and gather community feedback on the recommended recreation improvements and proposed active transportation network.

Feedback from community members will be used to refine the Final Plan.

## Communication Activities

**Story Map:** A project page was set up using ArcGIS StoryMap. This site included information for community members to learn more about the project and opportunities to participate, including the online survey and in-person Open House.

**Town of Altona Website:** A project page was set up on the Town of Altona website. The page included information about the project and opportunities for public participation. During the second round of engagement, the project page received over 800 views.

**Social Media Promotion:** The Town promoted Round 2 engagement on their Facebook and Instagram pages. Facebook posts reached nearly 2,000 people with 15 shares. Instagram posts reached more than 900 people and the posts shared via Instagram Stories received over 2,500 views.

## Engagement Activities

**Online Survey:** A community survey was available from September 9 to 29, 2024. The survey was designed to gather community feedback on the draft Plan, including recommendations for recreation improvements and the proposed active transportation network. In total, we received 49 survey responses.

**Open House:** The project team hosted an open house on September 18, 2024 at the Rhineland Pioneer Centre to share the draft Plan and gather community input. Community members were able to connect directly with the project team and ask questions about the recommendations and proposed network improvements. Approximately 60 community members attended the open house.

**Advisory Committee Meeting:** Throughout the planning process, the project team has been meeting with key stakeholders to gather feedback on the development of the Recreation and Active Transportation Master Plan. The Advisory Committee met after Round 1 engagement to review what we heard from community members and just before the second round of engagement to review the draft Plan and provide feedback before it was shared with the broader community.

# What We Learned

## Online Survey

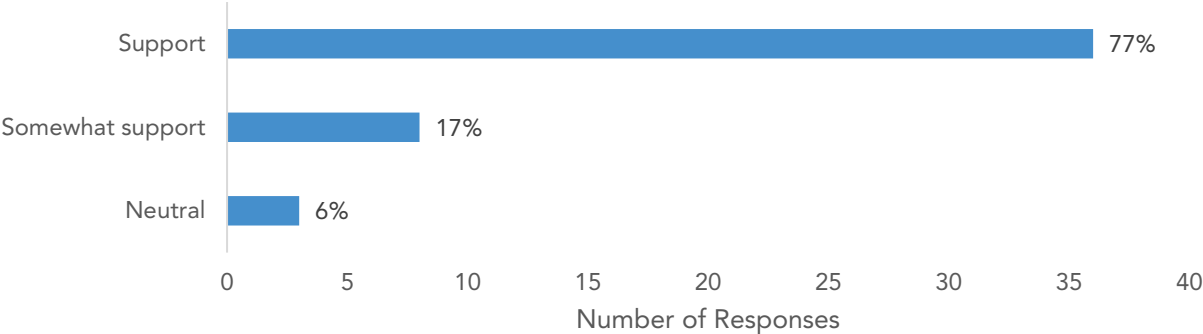
### Section 1: Plan Vision and Guiding Principles

This section was focused on gauging community support for the draft vision and guiding principles.

**Vision:**

*“Envisioning a vibrant and inclusive community where recreation and active transportation are accessible to all ages and abilities, and equitable spaces are created that embrace our diverse community where every resident and visitor can engage in a safe, healthy, and active lifestyle.”*

*What are your thoughts on the vision? (47 responses)*



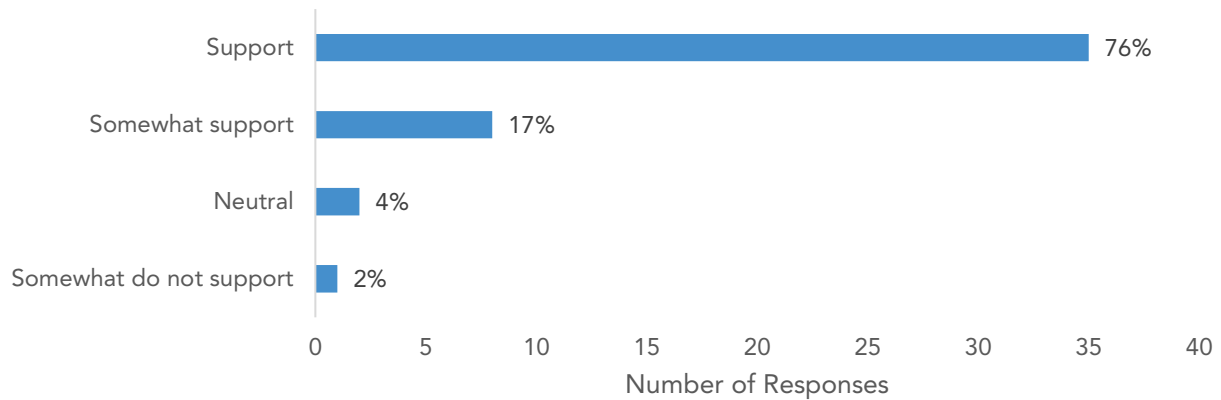
Note: This question also included “Somewhat do not support” and “Do not support” options, but neither option was selected by any survey respondents.

*Do you have any suggestions for changes or additions to the vision? (17 responses)*

Participants were able to provide suggestions or additions to the vision. All comments were reviewed and themes with 2 or more responses are listed below:

- Simplify the vision to make it less wordy and more direct.
- Would like the vision to specifically mention opportunities for an aging population.

*What are your thoughts on the guiding principles? (46 responses)*



Note: This question also included a “Do not support” option, but was not selected by any survey respondents.

*Do you have any suggestions for changes or additions to the guiding principles? (13 responses)*

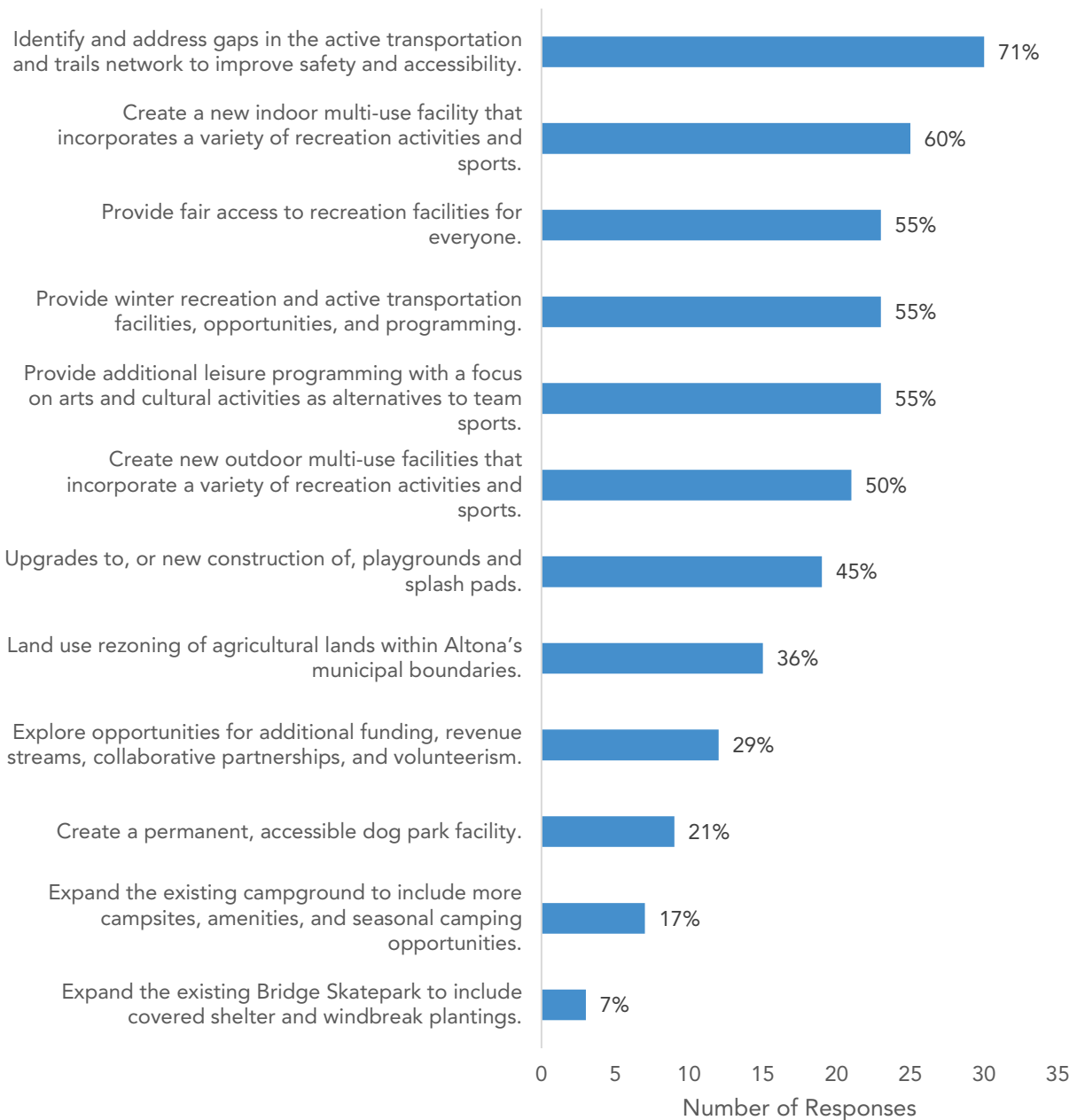
Participants were able to provide suggestions or additions to the guiding principles. All comments were reviewed and themes with 2 or more responses are listed below:

- Would like to see opportunities for an aging population prioritized in the Plan
- Unsure of the Town’s ability to meet the guiding principles and specific standards shared in the draft Plan (i.e., LEED standards).

## Section 2: Plan Recommendations and Priorities

Based on community feedback from Round 1 and technical analysis, recommendations for recreation and active transportation improvements were developed. The following questions are focused on gauging community support for the recommended actions and improvements.

*Please indicate which priorities are most important to you. Please select your 5 top priorities. (42 responses)*



*Do you have any other comments or suggestions for consideration in this plan? (20 responses)*

Participants were able to share additional thoughts on the draft Plan. All comments were reviewed and themes with 2 or more responses are listed below:

- Need to prioritize facilities for an aging population (3)
- Would like to see a multiplex that includes space for a variety of sports and activities and includes an indoor pool (3)
- Need to focus on sports other than hockey and baseball (3)
  - Recommendation #2 in the plan seems to be focused on only making baseball equitable
- Would like to see active transportation improvements prioritized (2)
- Would like a community splash park (2)
- We should focus on being fiscally prudent and using existing spaces more efficiently (2)

*Like many communities, our recreation needs exceed our ability to pay for them immediately. This is why it is important for us to know what you think about the proposed recreational facilities, and which facilities you would like to see improved first. What types of improvements to existing recreation facilities or new facilities would you like to see prioritized in our community? (31 responses)*

Participants were able to share the types of improvements they would like to see prioritized in Altona. All comments were reviewed and themes with 2 or more responses are listed below:

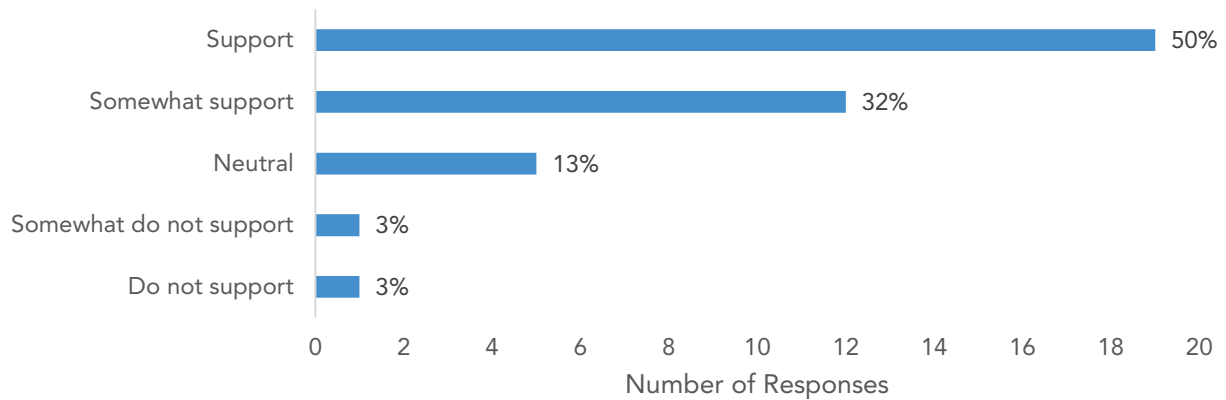
- New indoor multi-plex facility (12), with space for:
  - Seniors activities
  - Indoor pool
  - Soccer field
  - Pickleball
  - Year-round baseball and softball
  - Kids play space
  - Space for activities other than team sports
- Upgrade and enhance existing spaces (11), including:

- Ash Park
- School fields and facilities
- Campground
- Soccer field (4)
- Softball diamond (3)
- Splash park (3)
- Improve access to facilities for everyone (2)
- Permanent dog park (2)
- Year-round outdoor facilities (2)

### Section 3: Active Transportation and Trail Network

Based on community feedback from Round 1 and technical analysis, a proposed active transportation and trail network was developed. The following questions are focused on gauging community support for the proposed active transportation and trail network improvements.

*What are your thoughts on the recommended active transportation and trail routes? (38 responses)*



*Do you have any suggestions for changes or additions to the active transportation and trail routes? (19 responses)*

Participants were able to share additional thoughts on the proposed active transportation and trail network. All comments were reviewed and themes with 2 or more responses are listed below:

- Focus on improving safety around schools and providing safe routes to school (3)
- Focus on improving the facilities that already exist (2)
- Need benches along trails and popular routes (2)

*Like many communities, our active transportation needs exceed our ability to pay for them immediately. This is why it is important for us to know what you think about the proposed active transportation network improvements, and which facilities or corridors you would like to see improved first. Which streets or routes in our community do you think should be prioritized for improvements to make walking, biking, and rolling safer and more convenient? (23 responses)*

Participants were able to share the types of active transportation improvements they would like to see prioritized in Altona. All comments were reviewed and themes with 2 or more responses are listed below:

- Safe routes to and around schools (6)
- Focus improvements in the south part of town (5)
- Connection between Elmwood and West Park (2)

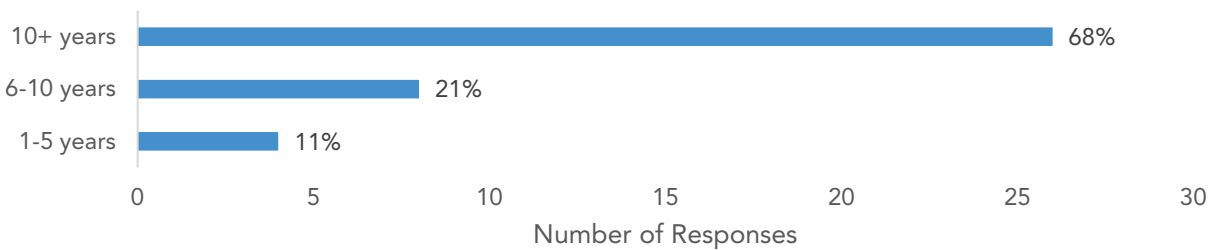
## Section 4: About You

Questions in this section help us understand who has provided feedback and help us identify gaps in our engagement (i.e., community members who may not feel comfortable or welcome to be part of the engagement process).

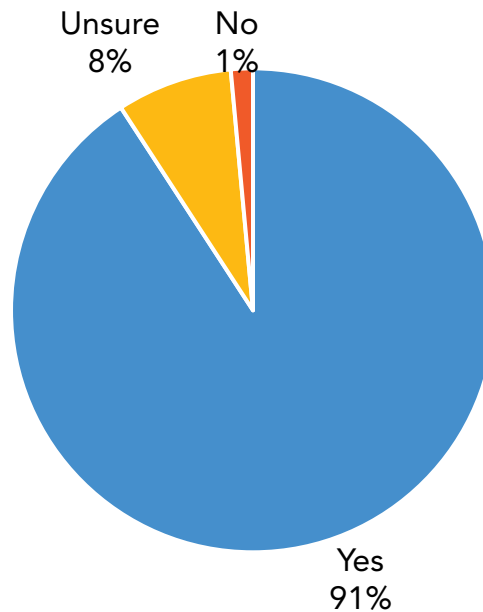
*Do you live and / or work in Altona? (38 responses)*

All survey respondents live and or work in Altona.

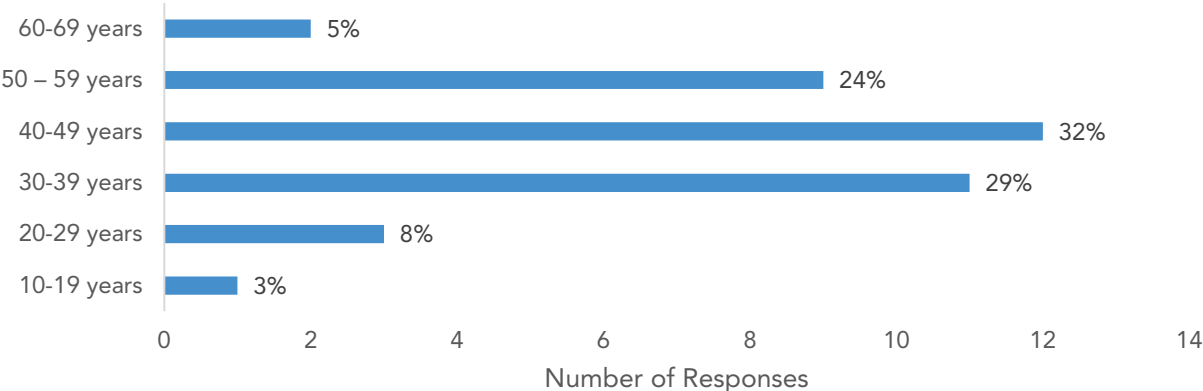
*How long have you lived and / or worked in Altona? (38 responses)*



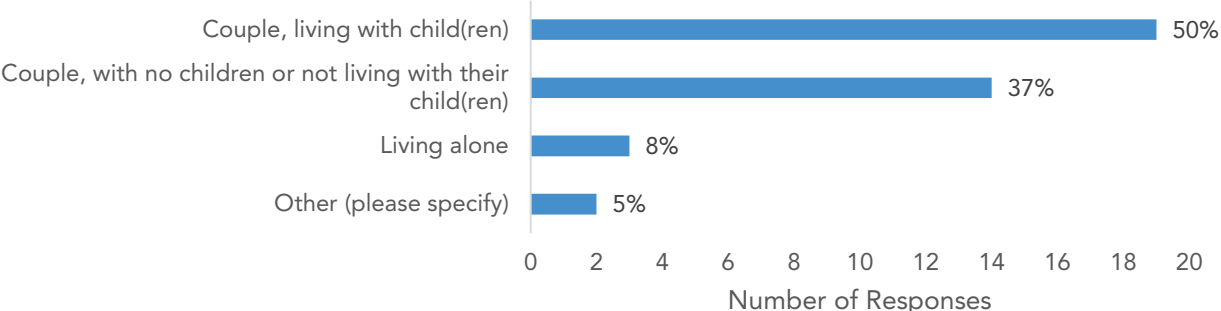
*Do you expect to be living and / or working in Altona for the next 5 years? (38 responses)*



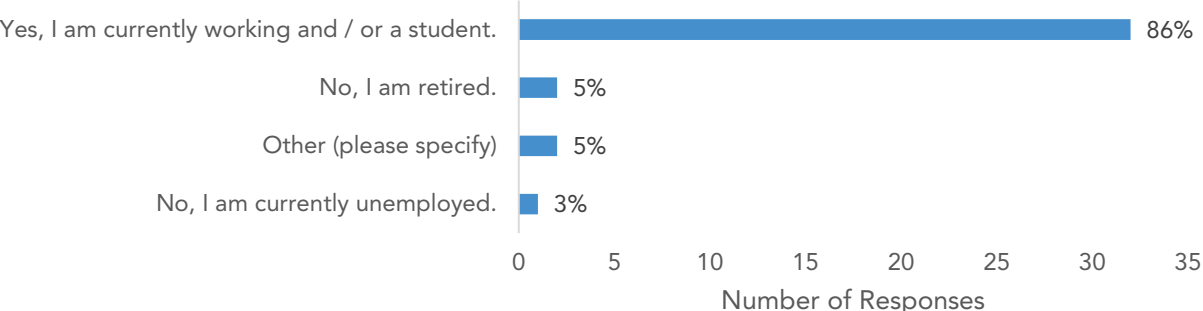
*Please indicate your age category: (38 responses)*



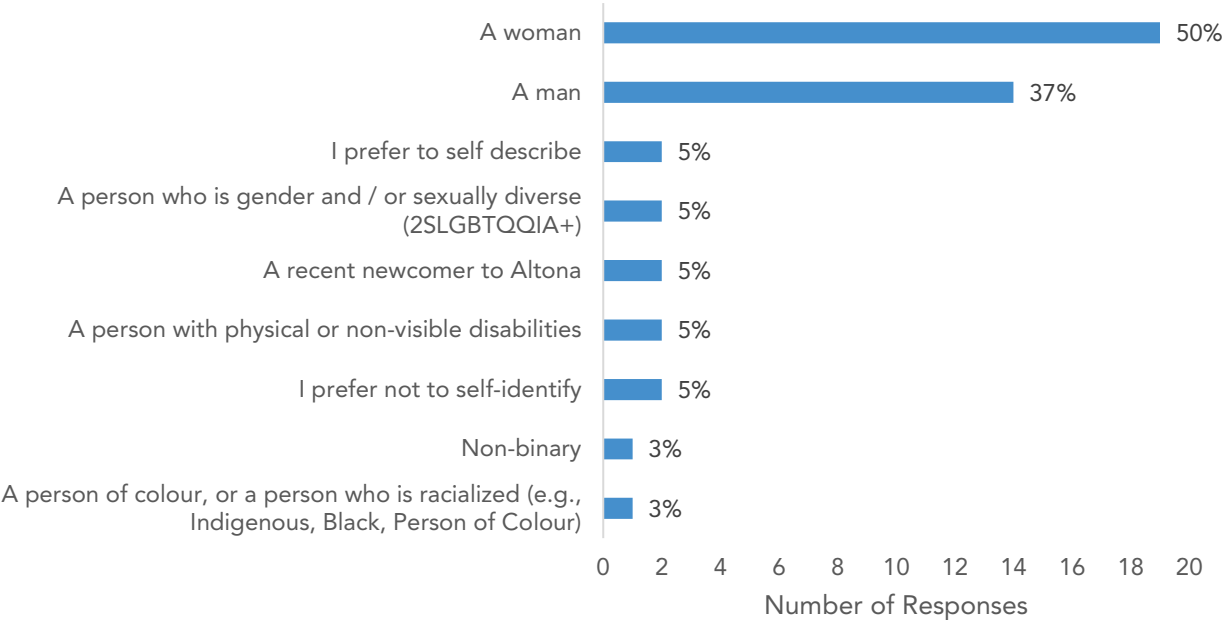
*Which category best describes your household? (38 responses)*



*Are you currently employed? (37 responses)*



*Please self-identify as you feel comfortable: (38 responses)*



## Open House Event

The Town hosted an open house on September 18, 2024 from 6pm – 8pm at the Rhineland Pioneer Centre, which was attended by more than 60 community members. Attendees were able to share input on the draft Plan including recommendations for recreation improvements and the proposed active transportation and trail network through a variety of interactive boards. Attendees were able to ask questions directly to the project team. Below is a summary of what we learned from open house attendees.

### *What are your thoughts on the vision and guiding principles?*

- Support: 6
- Somewhat Support: 2
- There were no responses for Neutral, Somewhat do not support, or Do not support.

### *Do you have any suggestions for changes or additions to the vision or guiding principles?*

- Vision statement is too long
- Altona Evangelical Mennonite Mission Church (EMMC) parking lot is underutilized – could turn into micro-park or infill housing

### *Do you have any suggestions for changes or additions to the parks and recreation recommendations?*

- Volunteerism may not be sustainable (may see decline in future generations as lifestyles change, demographics change, etc.)
- In favour of a dedicated dog park with shade, accessible walking track, and water source for dogs
- Propose an outdoor track for scooters, specifically seniors and mobility aids
- Ste. Adolphe Friendship trail is a good example of how trails could be developed in and around Altona (along the river under tree cover, snowshoeing in the winter, small playground, wood sculptures and forts along the trail).
- Renovating / repurposing existing facilities

- Ensure land surrounding new facilities is maintained (operations and maintenance budget)
- Look at agreement with Borderlands School Division – explore opportunities to lean into user agreements
- Start with “low hanging fruit” – outdoor recreation opportunities
- Recreation department needs more staff
- Altona has the recreation equipment and spaces, just need more time dedicated to those spaces
- Volleyball on the rise
- Multi-use courts can be confusing to use with too many different painted lines (visually inaccessible)
- Campground expansion – not for residents of Altona, but for family, friends, and visitors to the community during the summer months and tournaments
- Locate permanent dog park in the northeast quadrant of town

*Which recommendations for improving existing facilities and proposing new facilities are most important to you? (Attendees could place up to 5 dot stickers next to the priorities that were most important to them).*

Action	Number of Selections
Create a new indoor multi-use facility that incorporates a variety of recreation activities and sports.	12
Create new outdoor multi-use facilities that incorporate a variety of recreation activities and sports.	9
Provide fair access to recreation facilities for everyone.	7
Identify gaps in the active transportation and trails network to improve safety and accessibility.	5
Provide winter recreation and active transportation facilities, opportunities, and programming such as outdoor trails for winter sports and indoor multi-use facilities for year-round recreation activities.	4

Provide additional leisure programming with a focus on arts and cultural activities as alternatives to team sports.	3
Create a permanent, accessible dog park.	2
Expand on the existing campground to include more campsites, amenities, and seasonal camping opportunities.	2
Upgrades to, or new construction of, playgrounds and splash pads.	2
Explore opportunities for additional funding, revenue streams, collaborative partnerships, and volunteerism.	1
Land use rezoning of agricultural lands within Altona's municipal boundaries.	1
Expand the existing Bridge Skatepark to include a covered shelter and windbreak plantings.	0

*What are your thoughts on the recommended active transportation and trail routes?*

- Support: 6
- Somewhat Support: 1
- There were no responses for Neutral, Somewhat do not support, or Do not support.

*Do you have suggestions for changes or additions to the active transportation and trail routes?*

- Southeast quadrant of town – may be going up for sale shortly (subdivided land)
- Siemens owns land that is proposed for rezoning on the north and southwest quadrants of town
- Reduce all residential speeds to 40km/hr (or 30km/hr)
- School drop-off / pick-up zones need improvement, safe routes to schools (ie. Elmwood and West Park)
- Extend sidewalk to the east part of the Co-op gas station on Centre Ave. (currently ends into the parking lot)
- Ensure AT plan is vetted and accepted by the correct personnel
- Roundabout at the west entrance of town

- Crosswalk by the Co-op gas station
- Would like to see the existing speed reader boards capture the number of vehicles passing school zones
- Traffic calming design on Centre Ave.
- Continue trail in southeast quadrant of town (south of Pioneer Dr. and Elmcrest Dr.)
- Driving speeds are very fast on Elmcrest Dr. (poses safety risk)
- Extend the trail connection on 14th Ave., west
- Safe infrastructure (ie. sidewalks, bike lanes – not relying on streets) for every kid to get to school safely
- Implement a wider path / sidewalk to accommodate accessibility needs (ie. mobility devices) to connect Buffalo apartments to Elmwood School.
- Accessibility upgrades to street crossings to reduce the risk of tripping hazards and uneven surfaces (ie. curb cuts for accessibility).

## Advisory Committee

The project team met with the Advisory Committee two times after Round 1 of engagement. One meeting was to share what we heard from community members in Round 1 and the second was to share the draft Plan and gather feedback before engaging with the broader community. Attendees represented the various recreation groups, community organizations and businesses in Altona. Meeting notes are included in **Appendix A**.

# Next Steps

The input collected as part of Round 2 engagement will be used to update and finalize the Altona Recreation and Active Transportation Master Plan. Once the Plan is finalized it will be presented to Council before the end of 2024.

Thank you to all community members and stakeholders who participated in the second round of engagement and provided valuable input into the planning process for the Recreation and Active Transportation Master Plan. Your feedback helps ensure the final Plan reflects the community's values and interests.

# Welcome!

The Town of Altona is developing a **Recreation and Active Transportation Master Plan** to expand and enhance our current recreation and active transportation facilities.

The Plan will:

- Guide how we invest in recreation and active transportation over the next 20 years.
- Create opportunities and facilities that residents and visitors of all ages, abilities, and backgrounds can easily access and comfortably use through all seasons.



We are here!

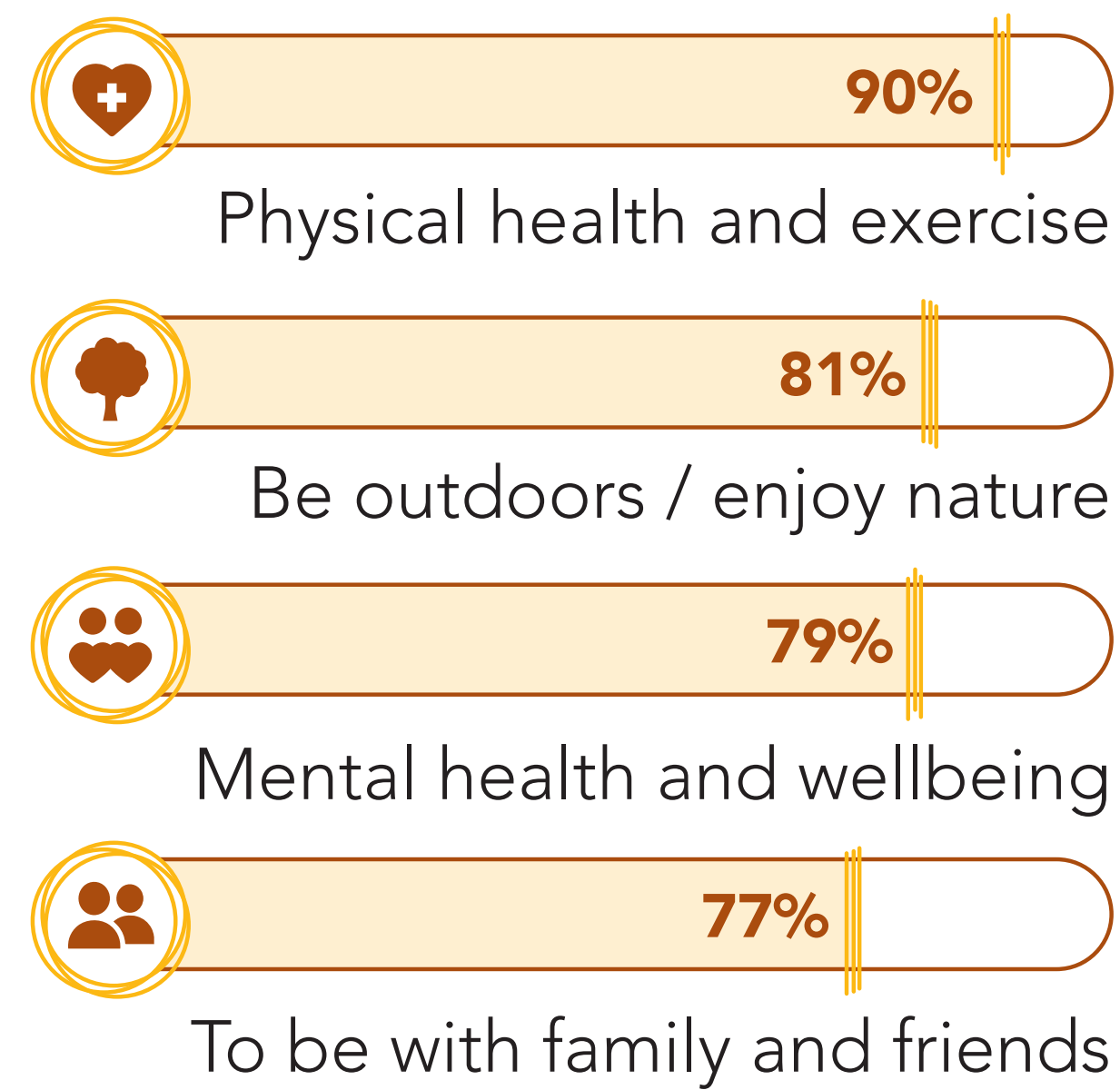


Based on community feedback and technical review, we have developed a draft Recreation and Active Transportation Master Plan. Now we need your input! Take a look through the components and recommendations of the draft Plan and let us know what you think. Have we identified the correct priorities? Have we missed anything?

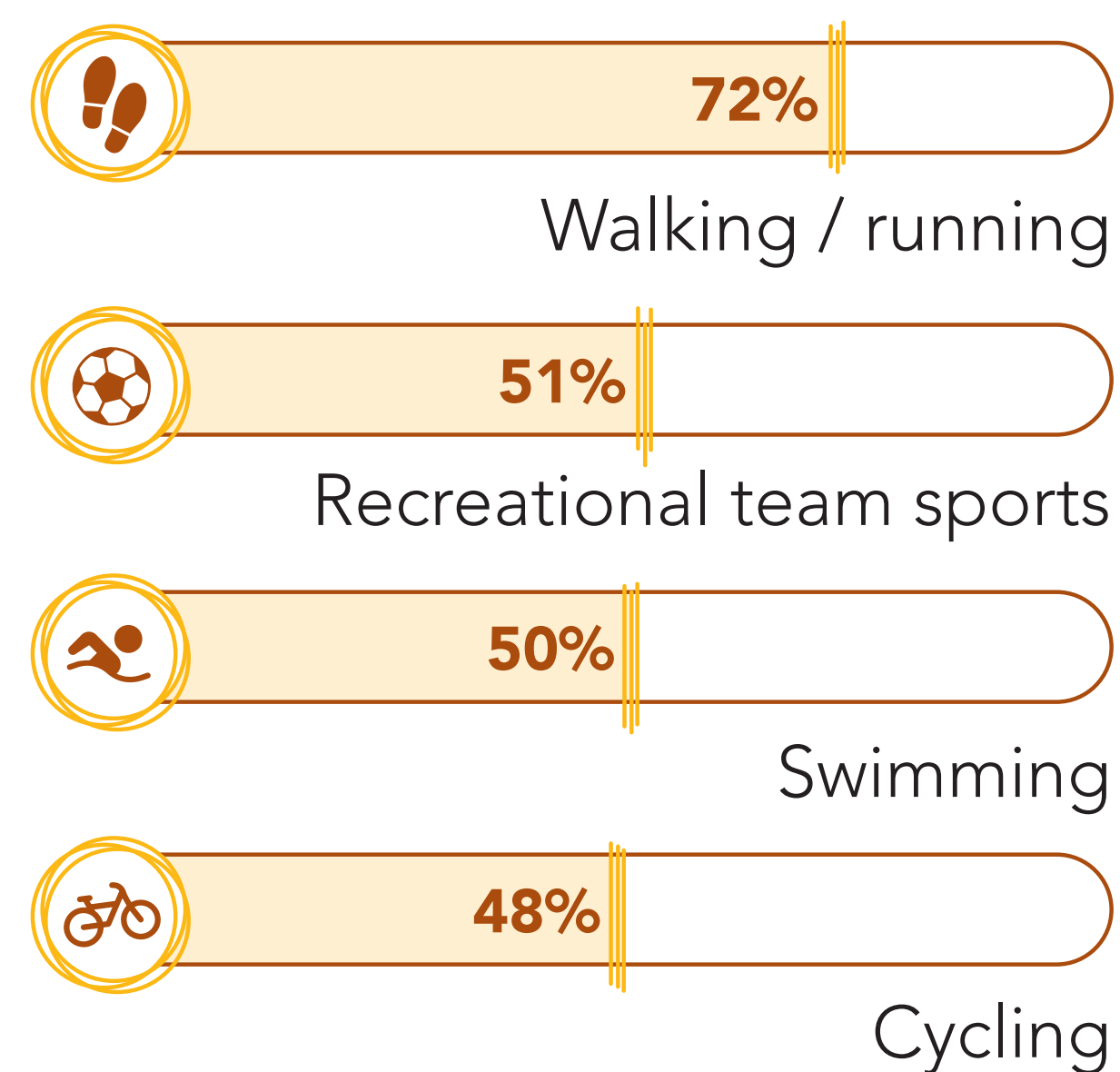


# What We Learned: Round 1

## Top reasons people participate in recreation



## Activities most participated in on a regular basis



We heard a strong desire for additional recreation facilities for sports beyond baseball and hockey. Popular sports that don't have adequate facilities include:



## What prevents people from participating in recreation activities in Altona?

- Better or more appealing opportunities outside of Altona / facility or opportunity doesn't currently exist in Altona
- Inconvenient times
- Poor quality / inadequate recreation facilities or outdoor spaces

## Most used facilities

- Centennial Park
- Active transportation and walking trails
- Millennium Exhibition Centre
- Buffalo Creek Nature Park



We heard a strong desire for a new indoor multi-sport complex that would include space for various sport courts, an indoor soccer turf, space for baseball training, and gym facilities.



## "Big ideas" we heard for Altona:

- Improve pedestrian and cycling infrastructure
- Dedicated soccer fields
- Equitable baseball fields
- More winter recreation opportunities
- New indoor multi-plex
- Provide arts and cultural programming as alternatives to team sports
- Permanent dog park

# Visioning and Guiding Principles

## Vision Statement

*“Envisioning a vibrant and inclusive community where recreation and active transportation are accessible to all ages and abilities and equitable spaces are created that embrace our diverse community where every resident and visitor can engage in a safe, healthy, and active lifestyle.”*

## Guiding Principles

- **Equity, Inclusion and Access:** Recreation and active transportation facilities are available to everyone, regardless of cultural background, gender, age, income, or ability.
- **Climate Resilience and Sustainability:** Recommendations will help address climate change by creating facilities that support environmental sustainability and resilience.
- **Health and wellness:** Recreation and active transportation facilities promote physical health, mental well-being, community connections, and offer opportunities to enjoy nature.
- **Financial Sustainability:** Plan and budget for recreation and active transportation facilities that can be implemented within the Town’s financial realities. This includes the creation and maintenance of new and existing facilities.
- **Collaborative Partnerships and volunteerism:** The Town of Altona values and works towards strengthening community partnerships and volunteer efforts to support and enhance our recreation and active transportation facilities.

# Visioning and Guiding Principles

**What are your thoughts on the vision and guiding principles?**

*Place a dot below:*

---

Support

---

Somewhat support

---

Neutral

---

Somewhat do not support

---

Do not support

---

**Do you have any suggestions for changes or additions to the guiding principles?**



# Parks and Recreation

## Recommendation 1

Identify gaps in the active transportation and trails network to improve safety and accessibility.

## Recommendation 2

Provide equitable opportunities for recreation facilities.

## Recommendation 3

Create new **outdoor** multi-use facilities that incorporate a variety of recreation activities and sports.

## Recommendation 4

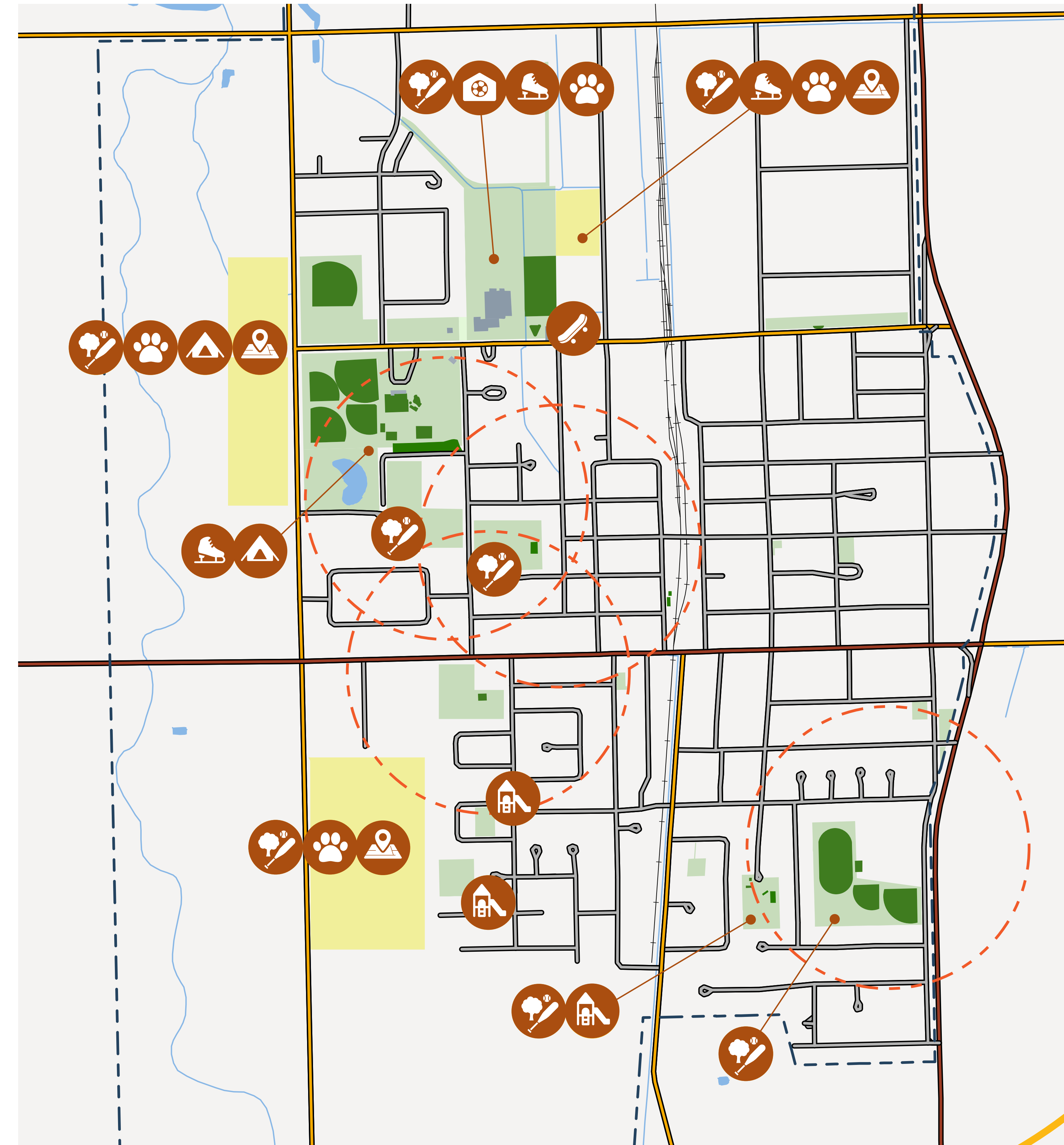
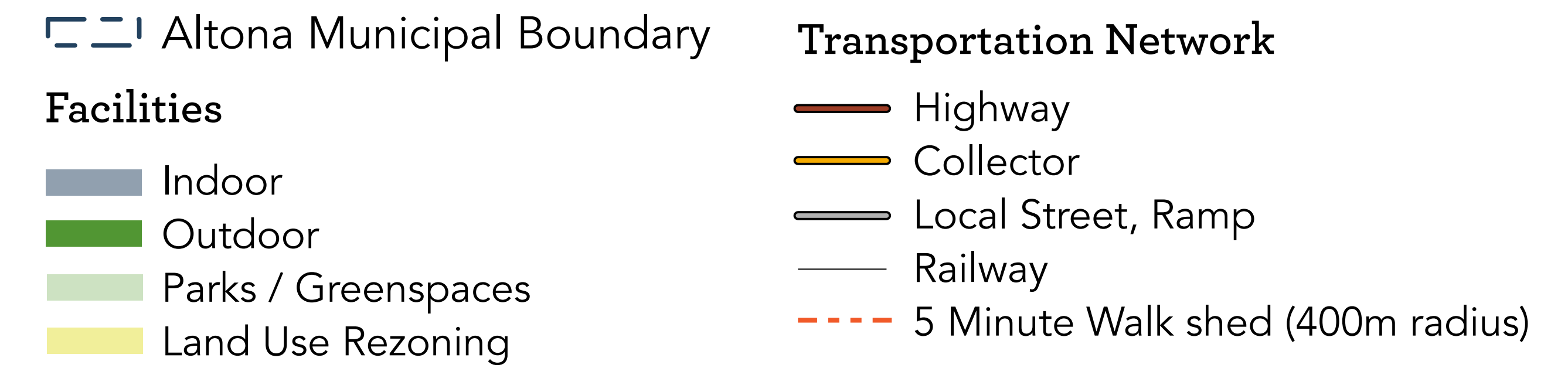
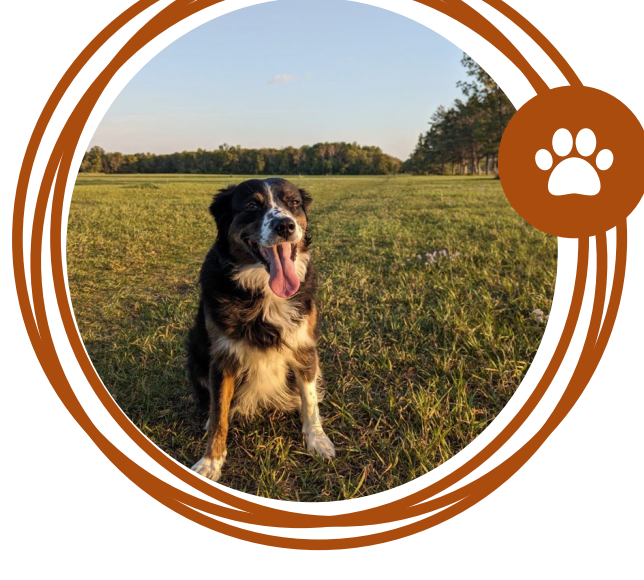
Create a new **indoor** multi-use facility that incorporates a variety of recreation activities and sports.

## Recommendation 5

Provide more winter recreation and active transportation facilities, opportunities, and programming.

## Recommendation 6

Create a permanent, accessible dog park facility.



# Parks and Recreation

## Recommendation 7

Provide additional leisure programming with a focus on arts and cultural activities as alternatives to team sports.

## Recommendation 8

Expand the existing campground to include more campsites, amenities, and seasonal camping opportunities.

## Recommendation 9

Expand the existing Bridge Skatepark to include a covered shelter and windbreak plantings.

## Recommendation 10

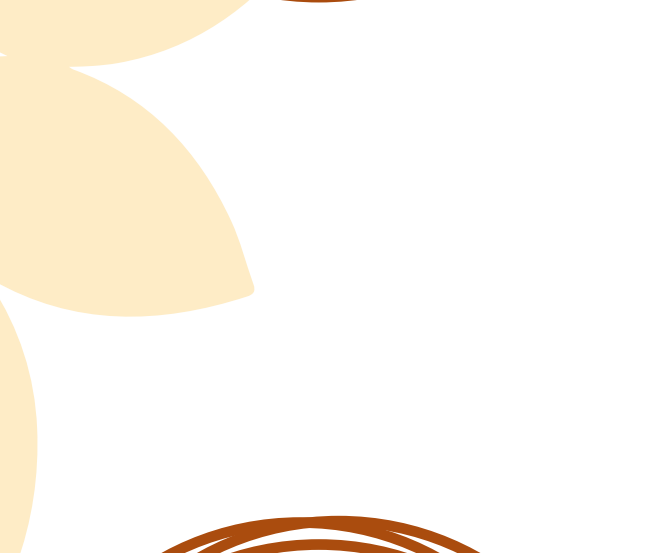
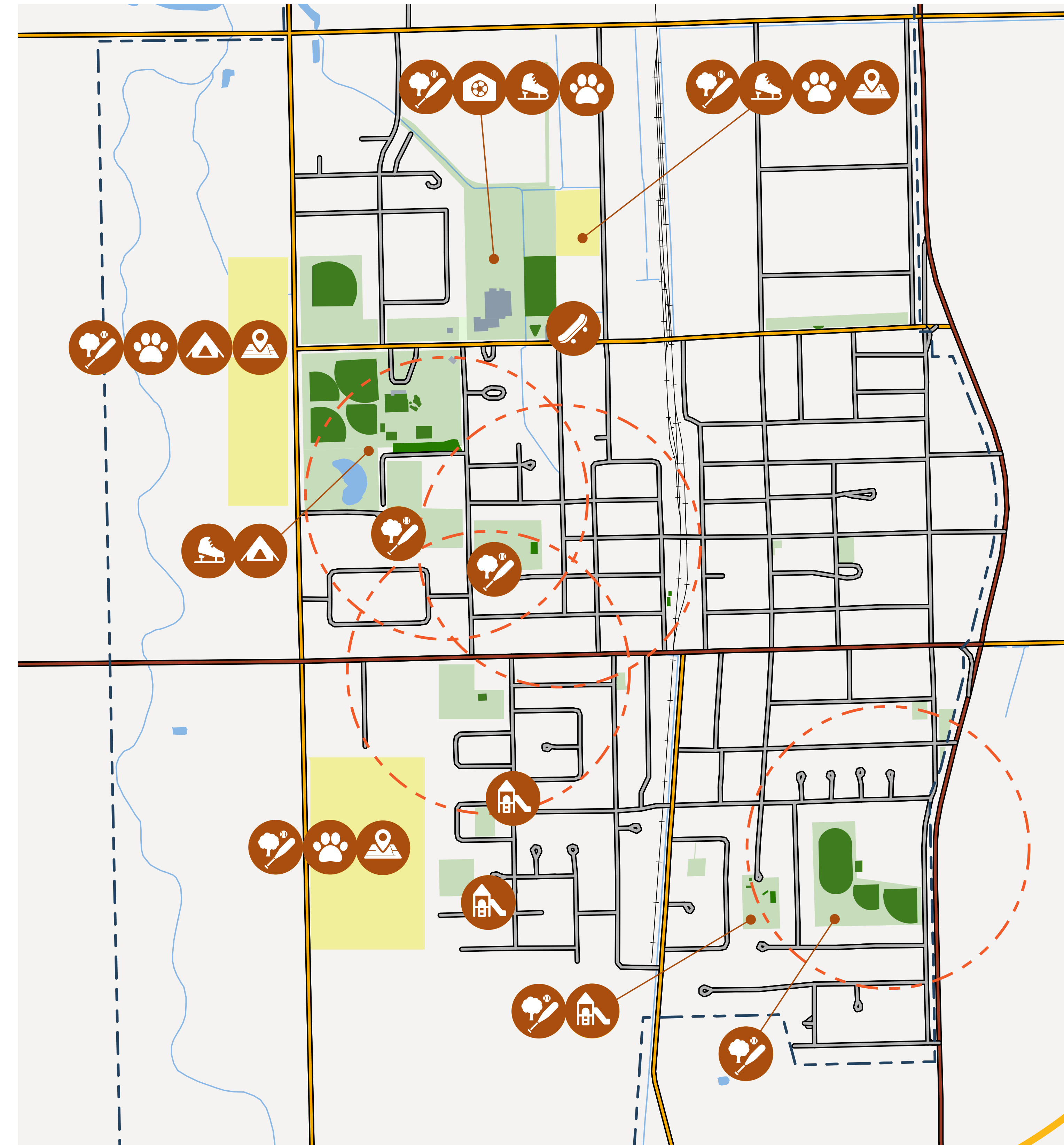
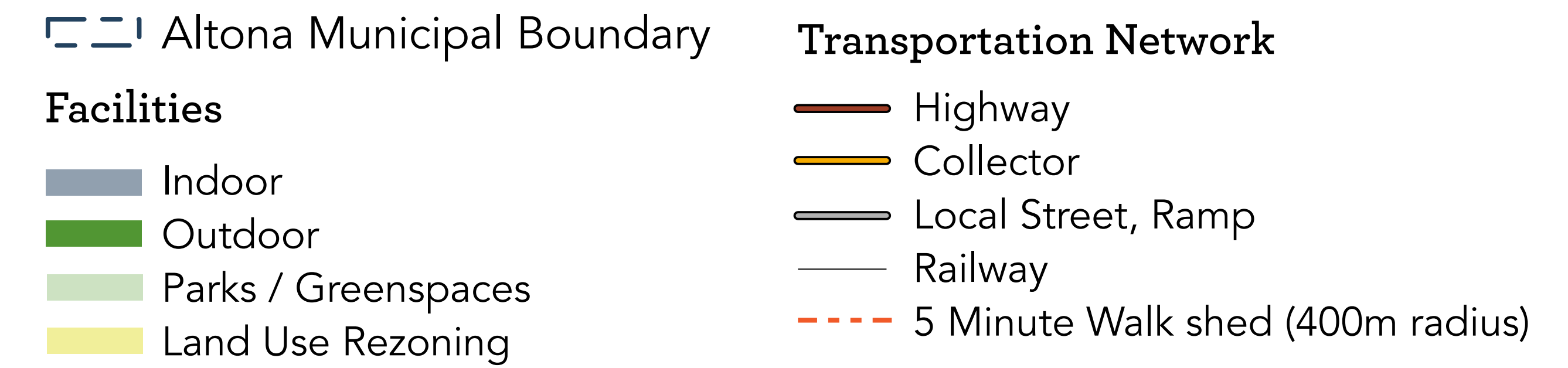
Upgrades to, or new construction of, playgrounds and splash pads.

## Recommendation 11

Explore opportunities for additional funding, revenue streams, collaborative partnerships, and volunteerism.

## Recommendation 12

Land use rezoning of agricultural lands within Altona's municipal boundaries.



# Recommendations

## Which recommendations for improving existing facilities and proposing new facilities are most important to you?

Place up to 5 dot stickers next to the priorities that are most important to you.

- 1 Identify gaps in the active transportation and trails network to improve safety and accessibility.
- 2 Provide fair access to recreation facilities for everyone.
- 3 Create new **outdoor** multi-use facilities that incorporate a variety of recreation activities and sports.
- 4 Create a new **indoor** multi-use facility that incorporates a variety of recreation activities and sports.
- 5 Provide winter recreation and active transportation facilities, opportunities, and programming, such as outdoor trails for winter sports and indoor multi-use facilities for year-round recreation activities.
- 6 Create a permanent, accessible dog park facility.
- 7 Provide additional leisure programming with a focus on arts and cultural activities as alternatives to team sports.
- 8 Expand the existing campground to include more campsites, amenities, and seasonal camping opportunities.
- 9 Expand the existing Bridge Skatepark to include a covered shelter and windbreak plantings.
- 10 Upgrades to, or new construction of, playgrounds and splash pads.
- 11 Explore opportunities for additional funding, revenue streams, collaborative partnerships, and volunteerism.
- 12 Land use rezoning of agricultural lands within Altona's municipal boundaries.

# Active Transportation

## Active Transportation Facilities

There are a variety of active transportation facilities that can range in the level of safety and comfort they provide to people walking, rolling, and cycling. Two facility types that the Town is considering are:

### Greenways

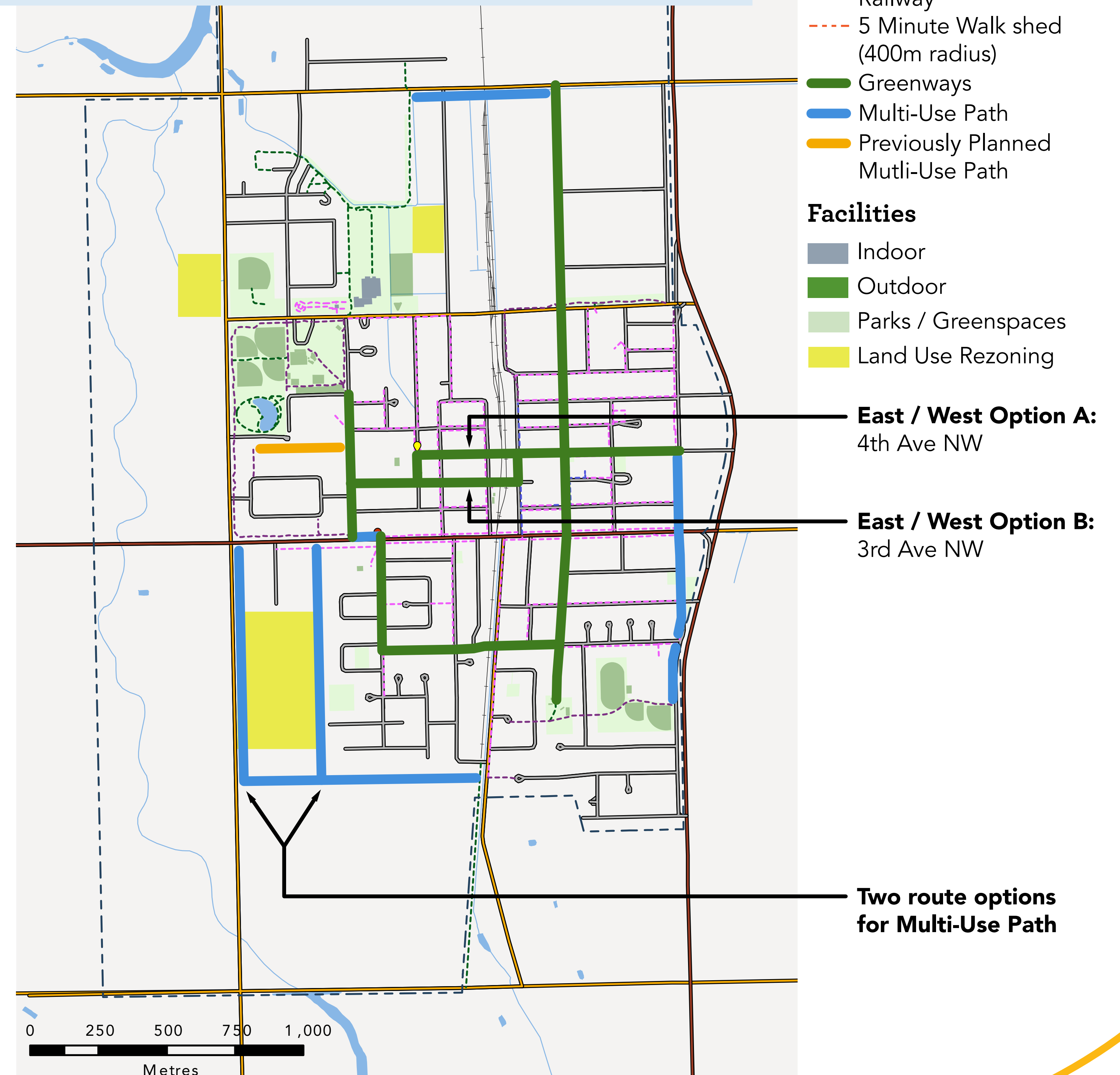
Greenways are multi-modal public transportation corridors that connect people and places together. They are often used by people walking, rolling, and cycling to work, school, retail areas, parks, and other neighbourhoods. These routes may include interventions such as speed tables, curb bump outs, or raised crosswalks. These facilities work well in smaller communities as they cost less to implement, have little impact on parking, and are aesthetically pleasing.

### Multi-use Paths

Multi-use paths, or MUPs, are off-street pathways for walking, rolling, and cycling. These paths often feel more comfortable for people using active transportation modes as they are physically separated from roads and motor vehicles.

Active transportation includes any type of human-powered transportation, including walking, cycling, skateboarding, or using a mobility aid. E-scooters and e-bikes can also be included in this category and in some cases may use the same trails and pathways.

Providing more options for active transportation can play an important role in promoting a healthy, fair, and accessible community.



# Active Transportation



**What are your thoughts on the recommended active transportation and trail routes?**

*Place a dot below.*

Support

Somewhat support

Neutral

Somewhat do not support

Do not support

**Do you have any suggestions for changes or additions to the active transportation and trail routes?**



# Thank you for attending!



## Next Steps

Thank you for attending today's open house and for sharing your feedback on the draft Plan. We appreciate your participation in this process!

Feedback collected through the open house and online survey will be used to refine and finalize the Plan before presenting the final Recreation and Active Transportation Master Plan to Council.

## Our second survey is live!

Review the draft Plan and let us know what you think.

## Survey closes September 27th.

If you would like a paper copy of the survey, please email [communications@altona.ca](mailto:communications@altona.ca) or visit the Altona Civic Centre located at 111 Centre Avenue E.



Scan with your smart phone!  
<http://bit.ly/AltonaRecATPlan>

# Town of Altona

# Recreation and Active Transportation Master Plan

## Survey #2

### Project Background

#### Recreation and active transportation are for everyone!

The Town of Altona is developing a *Recreation and Active Transportation Master Plan*. Based on community feedback and technical review, we have developed a draft Plan that includes proposed recommendations for all of Altona's recreation and active transportation facilities.

#### We want to hear from you!

We want to hear your feedback on the draft Plan. Data collected from this survey will be used to refine the Recreation and Active Transportation Master Plan and ensure the final document accurately reflects the community's priorities and values.



We recommend reviewing the Draft Plan itself before completing the survey.

**Scan here!**

The survey will be open until **September 27, 2024** and takes approximately 10 minutes to complete.

Your participation in this survey is anonymous and completely voluntary. While some basic demographic questions have been included to ensure a wide range of Altona's population have been engaged, we will not be collecting any information about your personal identity (e.g. name, address, etc.).

#### Contact Information

If you have any questions about the survey or the Recreation and Active Transportation Master Plan, or if you need assistance completing the survey, please contact Keira Thurston (Communications Officer) at [communications@altona.ca](mailto:communications@altona.ca).

# Section 1: Plan Vision and Guiding Principles

The following is the draft vision for the Recreation and Active Transportation Master Plan:

*“Envisioning a vibrant and inclusive community where recreation and active transportation are accessible to all ages and abilities, and equitable spaces are created that embrace our diverse community where every resident and visitor can engage in a safe, healthy, and active lifestyle.”*

**1. What are your thoughts on the vision?**

- a. Support
- b. Somewhat support
- c. Neutral
- d. Somewhat do not support
- e. Do not support

**2. Do you have any suggestions for changes or additions to the vision?**

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The following are the guiding principles for the Plan:

- **Equity, Inclusion and Access:** Recreation and active transportation facilities are available to everyone, regardless of cultural background, gender, age, income, or ability.
- **Climate Resilience and Sustainability:** Recommendations will help address climate change by creating facilities that support environmental sustainability and resilience.
- **Health and wellness:** Recreation and active transportation facilities promote physical health, mental well-being, community connections, and offer opportunities to enjoy nature.
- **Financial Sustainability:** Plan and budget for recreation and active transportation facilities that can be implemented within the Town's financial realities. This includes the creation and maintenance of new and existing facilities.
- **Collaborative Partnerships and volunteerism:** The Town of Altona values and works towards strengthening community partnerships and volunteer efforts to support and enhance our recreation and active transportation facilities.

**3. What are your thoughts on the guiding principles?**

- a. Support
- b. Somewhat support
- c. Neutral
- d. Somewhat do not support
- e. Do not support

**4. Do you have any suggestions for changes or additions to the guiding principles?**

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## Section 2: Plan Recommendations and Priorities

Maps of the proposed parks and recreation facilities are included on pages 6 and 7.

**5. The following are the Plan's draft recommendations for improving existing facilities and proposing new facilities. Please indicate which priorities are most important to you (select up to 5).**

- a. Identify and address gaps in the active transportation and trails network to improve safety and accessibility.
- b. Provide fair access to recreation facilities for everyone.
- c. Create new outdoor multi-use facilities that incorporate a variety of recreation activities and sports.
- d. Create a new indoor multi-use facility that incorporates a variety of recreation activities and sports.
- e. Provide winter recreation and active transportation facilities, opportunities, and programming, such as outdoor trails for winter sports and indoor multi-use facilities for year-round recreation activities in addition to hockey, skating, curling, etc.
- f. Create a permanent, accessible dog park facility.
- g. Provide additional leisure programming with a focus on arts and cultural activities as alternatives to team sports.
- h. Expand the existing campground to include more campsites, amenities, and seasonal camping opportunities.
- i. Expand the existing Bridge Skatepark to include covered shelter and windbreak plantings.
- j. Upgrades to, or new construction of, playgrounds and splash pads.
- k. Explore opportunities for additional funding, revenue streams, collaborative partnerships, and volunteerism.
- l. Land use rezoning of agricultural lands within Altona's municipal boundaries.



**6. Do you have any other comments or suggestions for consideration in this plan?**

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**7. Like many communities, our recreation needs exceed our ability to pay for them immediately. This is why it is important for us to know what you think about the proposed recreational facilities, and which facilities you would like to see improved first. What types of improvements to existing recreation facilities or new facilities would you like to see prioritized in our community?**

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# Proposed Parks and Recreation Facilities - Part 1

## Legend

Altona Municipal Boundary

## Transportation Network

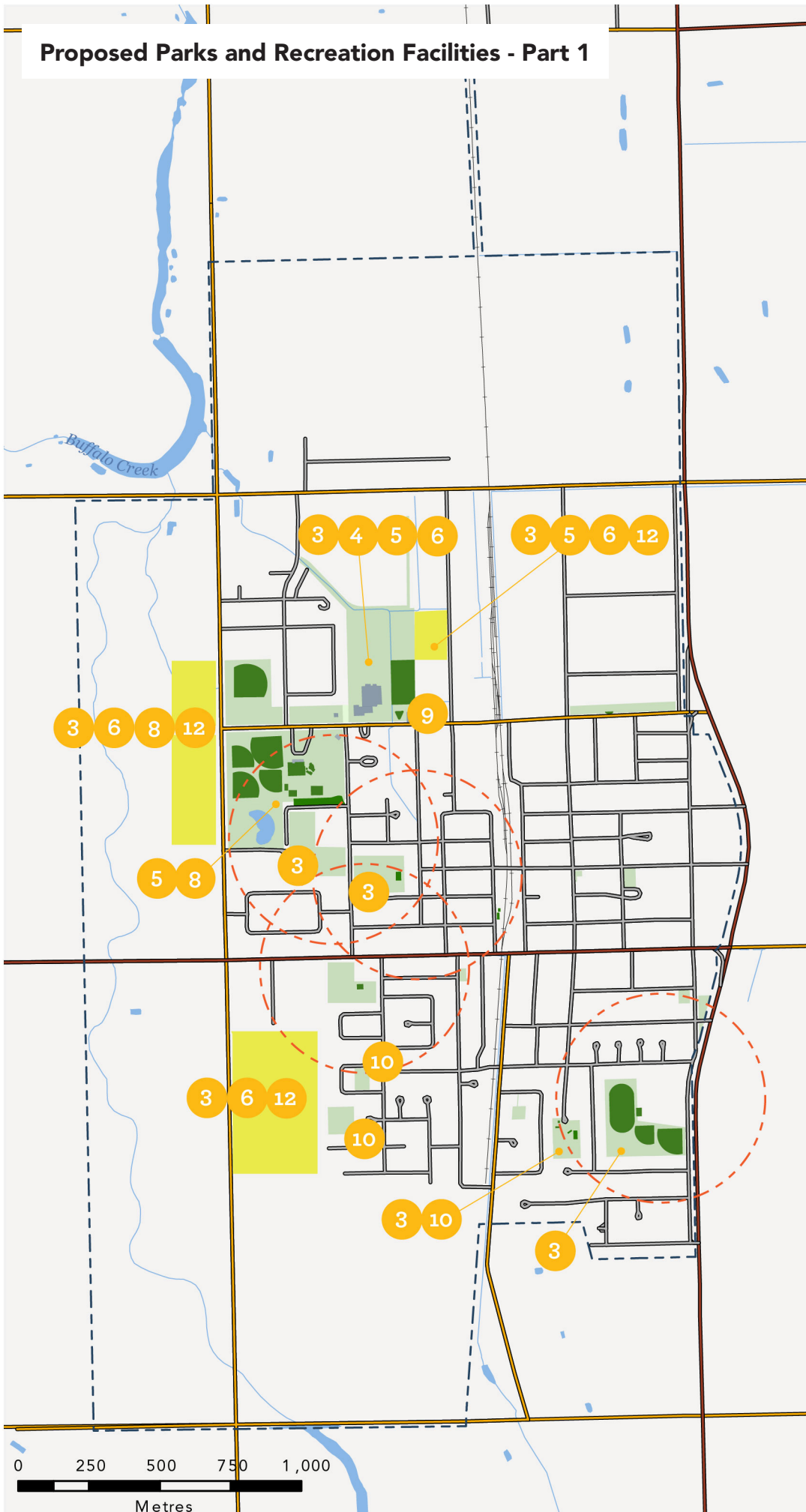
Highway  
 Collector  
 Local Street, Ramp  
 Railway  
 5 Minute Walk shed (400m radius)

## Facilities

Indoor  
 Outdoor  
 Parks / Greenspaces  
 Land Use Rezoning







## Recommendations

- 1 Identify gaps in the active transportation and trails network to improve safety and accessibility.
- 2 Provide equitable opportunities for recreation facilities.
- 3 Create new outdoor multi-use facilities that incorporate a variety of recreation activities and sports.
- 4 Create a new indoor multi-use facility that incorporates a variety of recreation activities and sports.
- 5 Provide winter recreation and active transportation facilities, opportunities, and programming.
- 6 Create a permanent, accessible dog park facility.



# Proposed Parks and Recreation Facilities - Part 2







## Legend

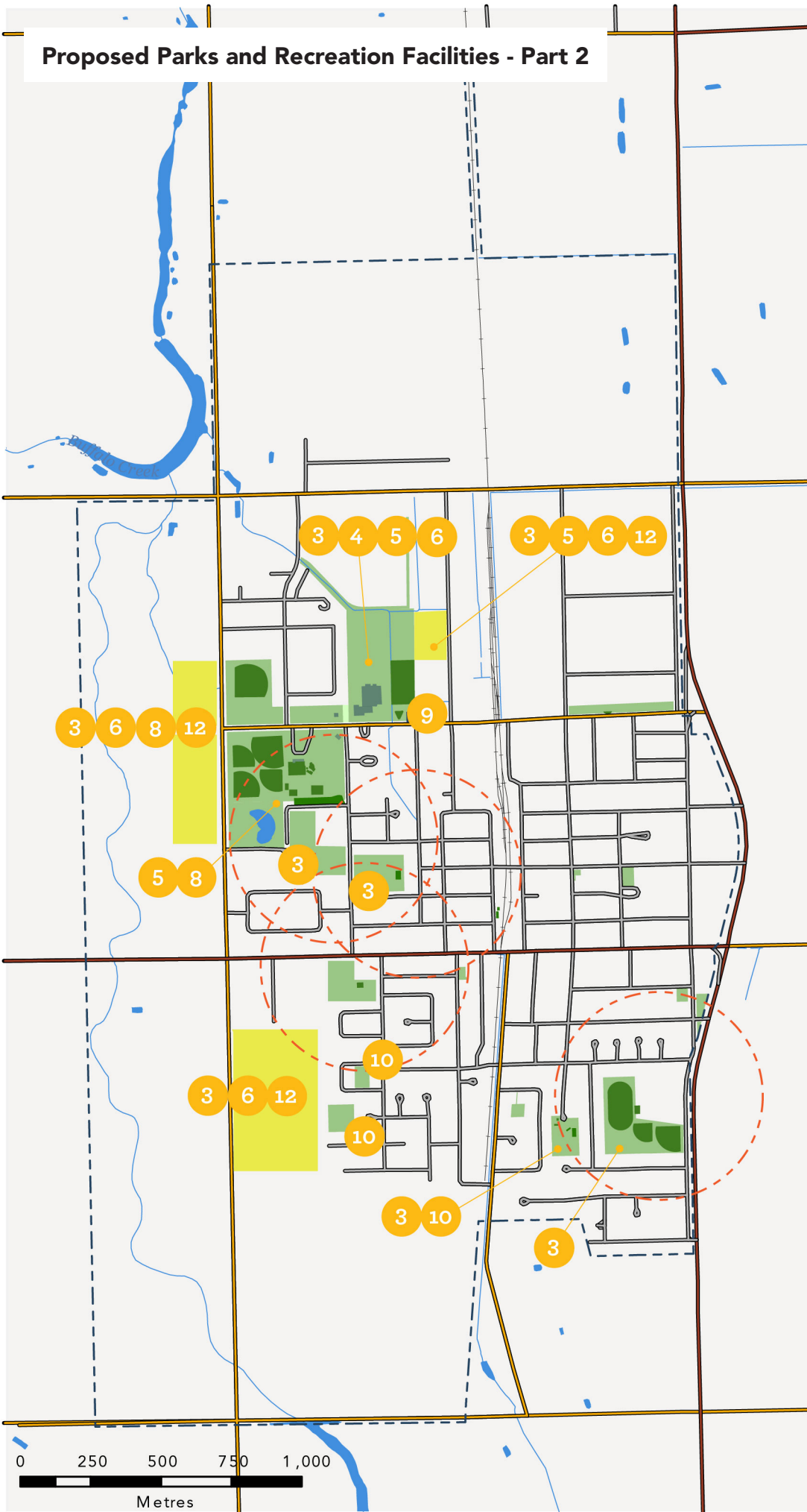
-  Altona Municipal Boundary
- Transportation Network**
-  Highway
-  Collector
-  Local Street, Ramp
-  Railway
-  5 Minute Walk shed (400m radius)

## Facilities

-  Indoor
-  Outdoor
-  Parks / Greenspaces
-  Land Use Rezoning

## Recommendations

-  **7** Provide additional leisure programming with a focus on arts and cultural activities as alternatives to team sports.
-  **8** Expand the existing campground to include more campsites, amenities, and seasonal camping opportunities.
-  **9** Expand the existing Bridge Skatepark to include covered shelter and windbreak plantings.
-  **10** Upgrades to, or new construction of, playgrounds and splash pads.
-  **11** Explore opportunities for additional funding, revenue streams, collaborative partnerships, and volunteerism.
-  **12** Land use rezoning of agricultural lands within Altona's municipal boundaries.



# Section 3: Active Transportation and Trail Network

A map of the proposed active transportation and trail network are included on page 9.

**8. What are your thoughts on the recommended active transportation and trail routes?**

- a. Support
- b. Somewhat support
- c. Neutral
- d. Somewhat do not support
- e. Do not support

**9. Do you have any suggestions for changes or additions to the active transportation and trail routes?**

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**10. Like many communities, our active transportation needs exceed our ability to pay for them immediately. This is why it is important for us to know what you think about the proposed active transportation network improvements, and which facilities and corridors you would like to see improved first. Which streets or routes in our community do you think should be prioritized for improvements to make walking, biking, and rolling safer and more convenient?**

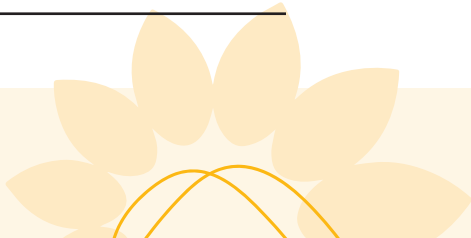
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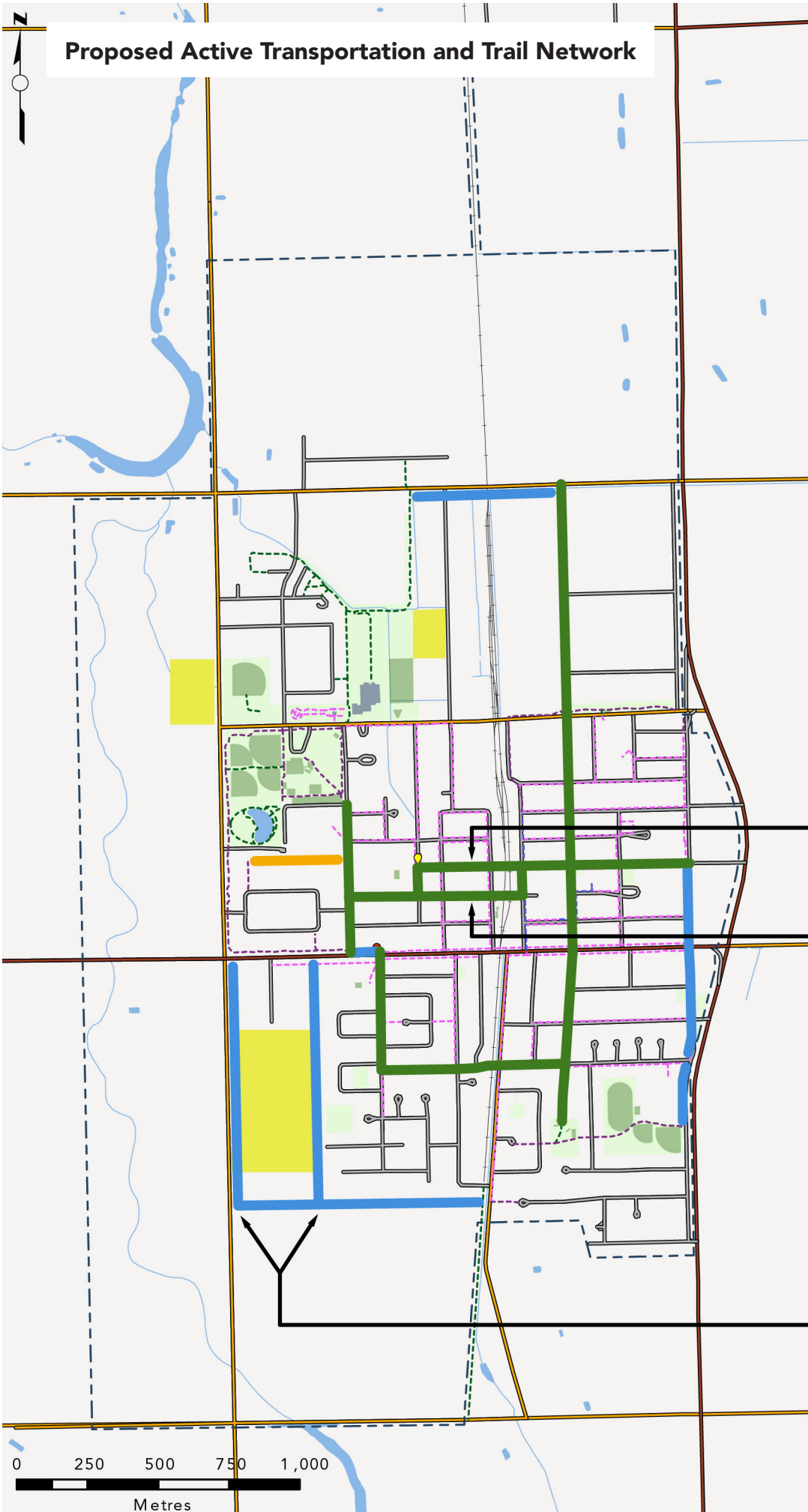
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# Proposed Active Transportation and Trail Network

## Legend

- Altona Municipal Boundary
- Asphalt
- Brick
- Concrete
- Granular

## Transportation Network

- Highway
- Collector
- Local Street, Ramp
- Railway
- 5 Minute Walk shed (400m radius)
- Greenways
- Multi-Use Path
- Previously Planned Mutli-Use Path

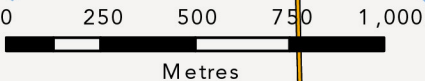
## Facilities

- Indoor
- Outdoor
- Parks / Greenspaces
- Land Use Rezoning

**East / West Option A:**  
4th Ave NW

**East / West Option B:**  
3rd Ave NW

**Two route options for Multi-Use Path**



## Section 4: About You

### 11. Do you live and/or work in Altona?

- a. Yes
- b. No

### 12. How long have you lived and/or worked in Altona?

- a. Less than 1 year
- b. 1 to 5 years
- c. 6 to 10 years
- d. 10 or more years

### 13. Do you expect to be living and/or working in Altona for the next 5 years?

- a. Yes
- b. No
- c. Unsure

### 14. Please indicate your age category:

- a. 10 to 19 years
- b. 20 to 29 years
- c. 30 to 39 years
- d. 40 to 49 years
- e. 50 to 59 years
- f. 60 to 69 years
- g. 70 to 79 years
- h. 80 or more years

### 15. Do you use any mobility aids? If so, please specify:

- a. I do not use any mobility aids
- b. Wheelchair
- c. Motorized scooter
- d. Walker or cane
- e. Other (please specify) \_\_\_\_\_



**16. Which category best describes your household?**

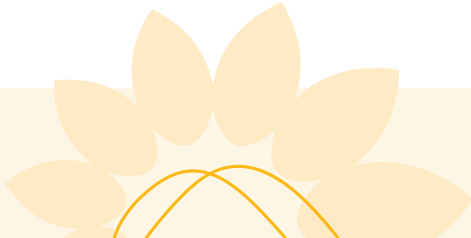
- a. Living alone
- b. Single parent, living with child(ren)
- c. Couple, with no children or not living with their child(ren)
- d. Couple, living with child(ren)
- e. Other (please specify) \_\_\_\_\_

**17. Are you currently employed?**

- a. Yes, I am currently working or am a student
- b. No, I am currently unemployed
- c. No, I am retired.
- d. Other (please specify) \_\_\_\_\_

**18. Please self-identify as you feel comfortable:**

- a. A person with a physical or non-visible disabilities
- b. A recent newcomer to Altona
- c. A person of colour, or a person who is racialized (e.g., Indigenous, Black, Person of Colour)
- d. A person who is gender and/or sexually diverse (2SLGBTQQIA+)
- e. A man
- f. A woman
- g. Non-binary
- h. I prefer to self-describe (please specify if comfortable)
- i. I prefer not to self-identify



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**Advisory Committee Meetings and  
Terms of Reference**

**Appendix C**



# Town of Altona Recreation and Active Transportation Master Plan

Advisory Committee Terms of Reference  
June 27, 2024

## Purpose

The Advisory Committee is intended to assist in the development of the Town of Altona's Recreation and Active Transportation Plan. Advisory Committee members will provide local advice and context, serve as ambassadors, and encourage public involvement in the planning process from their community. Members will act as a sounding board to assist the Project Team (including Town of Altona Staff and Urban Systems Ltd consultants) in reviewing key plan concepts and public engagement approaches.

## Operations

### Timing

The Advisory Committee will exist for the duration of the project which is estimated to be completed by November 2024.

### Meetings and Attendance

Advisory Committee members are asked to serve and attend Advisory Committee meetings for the duration of the planning process (approximately 6 months). It is anticipated that there will be 5 Advisory Committee meetings in total throughout the planning process, with most being held virtually.

Advisory Committee meetings will not be open to the public, but if a community member is interested in attending or making a presentation, this may be arranged with the approval of the Advisory Committee and Project Team.

### Guidelines for Respectful Participation

All Advisory Committee members shall adhere to the following guidelines for respectful and productive discussion:

- Meetings will be conducted in an organized but informal matter;
- Strive to meet the stated committee purpose and achieve intended meeting outcomes;
- Listen actively to others. Avoid interrupting and one-on-one side conversations while other people are speaking;
- Manage your own participation by sharing speaking time, debate ideas not individuals, and actively provide focused input, comments, and questions;
- Maintain a respectful meeting space where all members enjoy an environment free of discrimination, harassment, hate speech or bullying; and

- In meetings, ensure phones are on silent, responding only to urgent calls outside the meeting room.

## Authority

The Advisory Committee will be established by the Town of Altona (Town) for the Recreation and Active Transportation Plan. The role of the Advisory Committee members is to:

- Advise on public engagement to ensure broad outreach is effectively undertaken throughout the community;
- Promote the project and public engagement opportunities within the community;
- Provide support to staff at public engagement events;
- Provide feedback to the Project Team on plan concepts, policy options, and the draft plan.

The Advisory Committee has no delegated authority from Council and is not empowered to manage any aspect or role of the Town's responsibilities or direct the activities of Town Staff without a decision from Council.

## Responsibilities

Advisory Committee members will be responsible to:

- Attend Advisory Committee meetings;
- Respond to email inquiries from the Project Team;
- Respect the Advisory Committee Guidelines for Respectful Participation;
- Review and provide feedback on draft documents;
- Attend community engagement sessions alongside the Project Team;
- Speak only on behalf of the Advisory Committee if delegated to do so;
- Work directly with the Project Team to ensure public concerns and aspirations are understood and considered;
- Work collaboratively and be open to a variety of ideas and views to improve recreation and active transportation for everyone in Altona; and
- Rely on evidence provided through lived experience and data as the basis for discussion.

The **Project Team** (Altona staff and Urban Systems Ltd consultants) is responsible to:

- Provide background information to ensure all advisory committee members start discussions from the same knowledge base;
- Act as an information sharing link between community members and Council. Sharing pertinent information, input, and recommendations;
- Bring forward substantial and appropriate topics for review by the advisory committee;
- Facilitate the Advisory Committee meetings;
- Provide logistical and accessibility support including coordination of meeting schedules and venues, including the development of meeting agendas and notes;
- Keep the Advisory Committee informed with regular updates, listen to and acknowledge concerns and input, and give appropriate and timely consideration of public input and show how it was reflected in recommendations;

- Provide Advisory Committee agendas and applicable reference material at least 2 business days in advance of meetings to allow for adequate time to review;
- Record and distribute Advisory Committee meeting notes to all members electronically or in alternate formats upon request within 5 business days of the meeting; and
- Rely on evidence provided through lived experience and data as the basis for discussion.

## Membership

The Advisory Committee will be composed of members who are broadly representative of the local area's neighbourhoods, demographics, and interests. Community members were selected to achieve involvement from:

- Representatives from various recreation groups and sports leagues;
- Resident members-at-large from different geographic areas of the town;
- Representatives from the local business community; and
- Representatives from key stakeholder groups, ensuring representation for newcomers to Canada, people with disabilities and lived experience, children/youth, and seniors.

Members are not required to represent the entire sector or organization, but are expected to have some knowledge and experience with issues that might impact the interests of the groups they are representing.

## Membership Changes

- Members may resign at any time. We ask that resigning members let the Project Team know as soon as possible.
- Members may send a representative in their place if they are unable to attend a meeting. Missing two meetings in a row without providing notice to the Project Team or sending a representative in their place will be considered the equivalent to a resignation.
- Members who feel they may have a conflict of interest with their involvement in the Advisory Committee should let the Project Team know as soon as possible.
- Members may be removed from the Advisory Committee by the Project Team if they are deemed to have violated the Terms of Reference, including the Guidelines for Respectful Participation.
- If a member resigns, Town staff will reach out to interested stakeholders and community members to fill the vacancy.

## Remuneration

All members of the Advisory Committee shall serve without remuneration. All expenses reasonably incurred in the carrying out of Advisory Committee business need to be previously approved by Town staff for reimbursement.

# URBAN MEETING NOTES

SYSTEMS

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SUBJECT: Altona Recreation and Active Transportation Master Plan – Advisory Committee Meeting #1  
DATE: June 19, 2024  
TIME: 4:00PM -5:00PM  
LOCATION: Rhineland Pioneer Centre Curling Club  
FILE: 4550.0005.01

## ATTENDEES

## COMPANY

## EMAIL

Dennis Friesen	Slow pitch League	<a href="mailto:altonaslowpitch@gmail.com">altonaslowpitch@gmail.com</a>
Gavin Fauschou	Altona Community Action Network – Active Transportation	<a href="mailto:gavinfauschou@hotmail.com">gavinfauschou@hotmail.com</a>
Michael Hiebert	Altona Community Action Network – Active Transportation	<a href="mailto:michaelbhiebert@hotmail.com">michaelbhiebert@hotmail.com</a>
Gord Sawatzky	Pickleball	<a href="mailto:gsawatzky7@gmail.com">gsawatzky7@gmail.com</a>
Ken Weibe	Access Field Volunteers	<a href="mailto:ken19sr@gmail.com">ken19sr@gmail.com</a>
Karl Enns	Altona Minor Soccer	<a href="mailto:karl@altonayouthsoccer.ca">karl@altonayouthsoccer.ca</a>
Quinn Hildebrand	Altona Curling Club	<a href="mailto:curlingclubaltona@gmail.com">curlingclubaltona@gmail.com</a>
Rachel Wahl	Altona Angels Softball	<a href="mailto:altonaangels12@gmail.com">altonaangels12@gmail.com</a>
Sheree Wahl	Altona Skating Club	<a href="mailto:altonaskatingclub@gmail.com">altonaskatingclub@gmail.com</a>
Denise Tonna	Altona Dog Park	<a href="mailto:tonnad@blsd.ca">tonnad@blsd.ca</a>
Hildenid Ramirez	Regional Connections	<a href="mailto:val@regionalconnections.ca">val@regionalconnections.ca</a>
Nina Edbohm-Kehler	Altona & Area Family Resource Centre	<a href="mailto:aafrc1998@gmail.com">aafrc1998@gmail.com</a>
Tammy Braun	Concillor	<a href="mailto:Tammy.braun@altona.ca">Tammy.braun@altona.ca</a>
Craig Smiley	Councillor	<a href="mailto:Craig.smiley@altona.ca">Craig.smiley@altona.ca</a>
Melvin Penner	Local Developer	<a href="mailto:melvin@hmfarms.ca">melvin@hmfarms.ca</a>
Clint Derksen	Public Works Manager	<a href="mailto:clint.derksen@altona.ca">clint.derksen@altona.ca</a>
Donna Rosling-Wolters	Deputy Mayor	<a href="mailto:Donna.wolters@altona.ca">Donna.wolters@altona.ca</a>
Wes Hildebrand	Altona Minor Hockey	<a href="mailto:altonaminorhockey@gmail.com">altonaminorhockey@gmail.com</a>
Don Bergman	Altona Minor Baseball	<a href="mailto:altonaminorbaseball@gmail.com">altonaminorbaseball@gmail.com</a>
Mark Braun	The Bridge Skatepark	<a href="mailto:mark.art.braun@gmail.com">mark.art.braun@gmail.com</a>
Deandra Braun	Seniors Community	<a href="mailto:le@gardensontenth.ca">le@gardensontenth.ca</a>
Krista Curry	Border Land School Division	<a href="mailto:curryk@blsd.ca">curryk@blsd.ca</a>
Elaine Turnbull	Blue Sky Opportunities	<a href="mailto:hr@blueskyopp.com">hr@blueskyopp.com</a>
Nicole Freisen	Kiddie Sunshine Centre	<a href="mailto:nklassen_35@hotmail.com">nklassen_35@hotmail.com</a>
Dan Gagne	Town of Altona	<a href="mailto:dan.gagne@altona.ca">dan.gagne@altona.ca</a>
Eric Hildebrand	Town of Altona	<a href="mailto:recreation.manager@altona.ca">recreation.manager@altona.ca</a>
Keira Thurston	Town of Altona	<a href="mailto:communications@altona.ca">communications@altona.ca</a>
Lana Reimer	Urban Systems Ltd	<a href="mailto:lreimer@urbansystems.ca">lreimer@urbansystems.ca</a>
Jamie Hilland	Urban Systems Ltd	<a href="mailto:jhilland@urbansystems.ca">jhilland@urbansystems.ca</a>
Devon Jennings-Lander	Urban Systems Ltd	<a href="mailto:djenningslander@urbansystems.ca">djenningslander@urbansystems.ca</a>

<b>ITEM</b>	<b>DISCUSSION</b>	<b>ACTION BY:</b>
<b>1</b>	<p><b>Introducing the Project</b></p> <ul style="list-style-type: none"> <li>- Eric and Lana introduced the Recreation and Active Transportation Master Plan, why we are doing the project, and how the Plan will be developed</li> </ul>	
<b>2</b>	<p><b>Advisory Committee Terms of Reference</b></p> <ul style="list-style-type: none"> <li>- Lana reviewed the draft Terms of Reference.</li> <li>- No revisions requested by attendees.</li> <li>- Terms of Reference – additional comments back to Altona by Friday, June 28<sup>th</sup>.</li> </ul>	<p>USL to share final Terms of Reference (attached to meeting notes)</p>
<b>3</b>	<p><b>Group Discussion</b></p> <ul style="list-style-type: none"> <li>- Appreciate trails are maintained year-round</li> <li>- Millennium Exhibition Centre is the hub of the community (2)</li> <li>- Trails are generally accessible from residential areas (3)</li> <li>- Want more bike friendly infrastructure. There are too many bikes on sidewalks and it is dangerous.</li> <li>- Feel there is room for improvement for softball fields.</li> <li>- Sidewalks in the middle of Town are in poor condition. They're very uneven and people fall off them.</li> <li>- Very proud of Altona's facilities, but would like to see more dressing rooms. It is very tight, especially when hosting larger tournaments.</li> <li>- Dog park is well-utilized, but it is not considered permanent. Would like it to be a permanent fixture with fencing and accessible pathways.</li> <li>- The parking lot between dog park and community garden needs maintenance for pot holes and ponding water – very messy, not accessible.</li> <li>- Need to use motorized chairs on the roads in many areas of Town because can't get onto the sidewalk.</li> <li>- Want more trails in the south end (3)</li> <li>- Students crossing the street to the gas station, even though there is a crosswalk just down the block.</li> <li>- Want a facility for indoor soccer and indoor toddler play areas (2)</li> <li>- Want a dance space with mirrors.</li> <li>- Liked the drawings on the trails during Covid – it creates a "story time" experience for young kids.</li> <li>- Nature playgrounds</li> <li>- Need a toddler specific playground that is accessible year round.</li> <li>- Young family facilities are missing.</li> <li>- Want new daycare facility to be connected to schools, more trail connections.</li> <li>- Would like to see indoor curling rink used in the summer (possibly for pickle ball).</li> <li>- Want campground expanded.</li> </ul>	

# URBAN SYSTEMS MEETING NOTES

DATE: June 19, 2024

FILE: 4550.0005.01

PAGE: 3 of 4

SUBJECT: Altona Recreation and Active Transportation Master Plan – Advisory Committee Meeting #1

	<ul style="list-style-type: none"> <li>- Trails are great, but a lot of dead ends (4)</li> <li>- Concerned about budget and who is paying for recreation upgrades or new facilities.</li> <li>- Want trails across access field to the park</li> <li>- Need an indoor training facility for baseball.</li> <li>- Think big or go home.</li> <li>- Would like a big indoor facility for a variety of sports</li> <li>- Looking at expanding the trail system to the west to Buffalo Bush.</li> <li>- AT includes more than trails. Would like to see creative streetscaping implemented.</li> <li>- Will the plan include annual operating cost/budget per user group?</li> <li>- Would like to see more opportunities for soccer – indoor and outdoor.</li> <li>- Schools are a bit of a hazard biking to school because of vehicle congestion during drop-off / pick-up times.</li> <li>- Trails don't really connect well with downtown area (2)</li> <li>- Slow pitch gets put wherever it can - sometimes even out of Altona. Need access to diamond facilities.</li> <li>- Volleyball group is also playing in other communities.</li> <li>- Concerned about trail crossings along railways – kids are running under the rail cars.</li> <li>- Need bike specific facilities. Drivers don't like bikes on the road, especially in the winter.</li> <li>- Love that we have a skatepark but would like a shelter added to the skatepark or pump track or bike skills track adjacent.</li> <li>- Have an art programming component to the skate park, similar to Graffiti Gallery in Winnipeg.</li> <li>- Need some kind of shelter from the wind as well – windbreak plantings.</li> <li>- Want a trail through/to the four diamonds.</li> <li>- In the winter, there are sections of trail that are always iced over in the winter and are pools of stagnant water in the summer (opportunity to integrate Town's drainage w/ trails).</li> <li>- Need better trail access to schools.</li> <li>- Would like to see facilities expanded</li> <li>- Lots of new Canadians in town. Would like an outdoor skate rink so they can learn to skate.</li> <li>- Most trails are concentrated in the NW quadrant of Town. Would like to see more offered in the other quadrants.</li> <li>- Council is more likely to "rubber stamp" multi-use facilities.</li> <li>- What can we afford? What can we do our best with?</li> <li>- There are very few social or community building programs.</li> <li>- Accessibility survey – Altona to send results to USL.</li> <li>- Would like a multi-purpose facility. Not just recreation focused. What about arts and culture?</li> </ul>	
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# URBAN SYSTEMS MEETING NOTES

DATE: June 19, 2024

FILE: 4550.0005.01

PAGE: 4 of 4

SUBJECT: Altona Recreation and Active Transportation Master Plan – Advisory Committee Meeting #1

	<ul style="list-style-type: none"> <li>- Active Transportation should be included as a requirement in new developments.</li> <li>- Perimeter walking path or multi-use path around town.</li> <li>- Downhill skiing skills workshops in Buffalo Creek Nature Park?</li> </ul>	
4	<p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>- Prefer future meetings to be in the early evening (after work hours)</li> <li>- Proposed dates for next meetings:             <ul style="list-style-type: none"> <li>o <b>Meeting #2:</b> Tuesday, July 9<sup>th</sup> Round 1 Engagement – What We Heard (virtual) 6-7pm</li> <li>o <b>Meeting #3:</b> Tuesday, August 20<sup>th</sup> Sharing the Draft Plan (virtual) 6-7pm</li> <li>o <b>Meeting #4:</b> Tuesday, September 17<sup>th</sup> Round 2 Engagement – What We Heard (Virtual) 6-7pm</li> <li>o <b>Meeting #5:</b> Tuesday, October 22<sup>nd</sup> Celebrating the Final Plan (virtual) 6-7pm</li> </ul> </li> <li>- “What We Heard Round 1 Engagement” and agenda for next meeting to be distributed to Advisory Committee at least 2 business days prior to Meeting #2.</li> </ul>	USL

The preceding is the writer's interpretation of the proceedings and any discrepancies and/or omissions should be reported to the writer.

URBAN SYSTEMS LTD.



Devon Jennings-Lander  
 Communications and Engagement Specialist

cc: Lana Reimer, Landscape Architect and Project Lead

/DJL  
 Enclosure  
 Terms of Reference

SUBJECT: Altona Recreation and Active Transportation Master Plan  
Advisory Committee Meeting #2  
DATE: July 11, 2024  
TIME: 6:00PM -7:00PM  
LOCATION: Craft Meeting Room (Millennium Exhibition Centre)  
FILE: 4550.0005.01

<u>ATTENDEES</u>	<u>COMPANY</u>	<u>EMAIL</u>
Michael Hiebert	Altona Community Action Network (ACAN) Active Transportation	<a href="mailto:michaelbhiebert@hotmail.com">michaelbhiebert@hotmail.com</a>
Gord Sawatzky	Pickleball	<a href="mailto:gsawatzky7@gmail.com">gsawatzky7@gmail.com</a>
Ken Weibe	Access Field Volunteers	<a href="mailto:ken19sr@gmail.com">ken19sr@gmail.com</a>
Karl Enns	Altona Minor Soccer	<a href="mailto:karl@altonayouthsoccer.ca">karl@altonayouthsoccer.ca</a>
Quinn Hildebrand	Altona Curling Club	<a href="mailto:curlingclubaltona@gmail.com">curlingclubaltona@gmail.com</a>
Rachel Wahl	Altona Angels Softball	<a href="mailto:altonaangels12@gmail.com">altonaangels12@gmail.com</a>
Sheree Wahl	Altona Skating Club	<a href="mailto:altonaskatingclub@gmail.com">altonaskatingclub@gmail.com</a>
Hildenid Ramirez	Regional Connections	<a href="mailto:hilde@regionalconnections.ca">hilde@regionalconnections.ca</a>
Nina Edbohm-Kehler	Altona & Area Family Resource Centre	<a href="mailto:aafrcl998@gmail.com">aafrcl998@gmail.com</a>
Wes Hildebrand	Altona Minor Hockey	<a href="mailto:altonaminorhockey@gmail.com">altonaminorhockey@gmail.com</a>
Don Bergman	Altona Minor Baseball	<a href="mailto:altonaminorbaseball@gmail.com">altonaminorbaseball@gmail.com</a>
Dan Gagne	Town of Altona	<a href="mailto:dan.gagne@altona.ca">dan.gagne@altona.ca</a>
Eric Hildebrand	Town of Altona	<a href="mailto:recreation.manager@altona.ca">recreation.manager@altona.ca</a>
Keira Thurston	Town of Altona	<a href="mailto:communications@altona.ca">communications@altona.ca</a>
Lana Reimer	Urban Systems Ltd	<a href="mailto:lreimer@urbansystems.ca">lreimer@urbansystems.ca</a>
Jamie Hilland	Urban Systems Ltd	<a href="mailto:jhilland@urbansystems.ca">jhilland@urbansystems.ca</a>
Glenn Wiebe	Oakview Golf Course	204-327-5590
Hardick Sanjura	Cricket	
Richard Bage	Youth	

<u>ITEM</u>	<u>DISCUSSION</u>	<u>ACTION BY:</u>
1	<b>Round table attendance check-in</b> <ul style="list-style-type: none"> <li>- Review of agenda and record of attendees</li> </ul>	
2	<b>Summary of Engagement Activities</b> <ul style="list-style-type: none"> <li>- Lana reviewed the engagement activities to date</li> <li>- Story Map (online survey &amp; interactive web map)</li> <li>- Town of Altona Website Project updates</li> <li>- Social media promotion (Facebook &amp; Instagram)</li> <li>- Advisory Committee intro meeting</li> <li>- Community Pop-Up Event #1</li> </ul>	

<p><b>3</b></p>	<p><b>What We Heard Summary Review</b></p> <ul style="list-style-type: none"> <li>- Lana reviewed the online survey results, interactive web map, and community pop-up event #1 comments</li> <li>- Presentation attached</li> </ul>	
<p><b>4</b></p>	<p><b>Discussion / Comments</b></p> <ul style="list-style-type: none"> <li>- A desire for seasonal camping (engagement comments) was a surprise to a few committee members.</li> <li>- Desire for the greenhouse to be torn down to access land.</li> <li>- Wilbert F. from the Oakview Golf Club discussed using the golf course in the winter months for cross-country ski trails and snow-shoeing. Implications of clearing the road and maintenance would involve insurance and liability for emergency vehicle access.</li> <li>- It was noted that currently there are no cross-country ski trails but a nationally ranked cross-country skier lives in Altona.</li> <li>- Wilbert F. noted that 85% of the golf course users are from Altona.</li> <li>- Issue of equality and fairness with men’s and women’s baseball leagues was discussed. Currently women’s leagues use the Border Land School Division (BLSD) diamonds and thus have limited ways of improving the facilities because of increased BLSD insurance requirements. Example: they cannot place sponsorship recognition signs on school property. This is a barrier to fundraising to improve the facilities that the school owns. Question posed: “How do we get around these barriers with BLSD?”</li> <li>- Concern expressed about future ideas for recreation programs being taken off the list of possibilities due to lower interest from the engagement activities. Project Team expressed that this might not be the case for the recreation &amp; AT master plan. The survey results and engagement will <i>inform</i> the recommendations, but other factors such as available land, cost, and ownership will also factor into the recommendations.</li> <li>- Dan G. expressed that the Town of Altona has also seen a rise in insurance rates and liability insurance amounts rising for Town facilities.</li> <li>- Gaps in existing recreation programming were discussed (i.e. fitness class offerings and non-competitive sports or alternatives to team sports are desired).</li> <li>- Desire for an indoor multi-purpose gym for the above activities is widely supported.</li> <li>- Equitable indoor and outdoor spaces should be identified in the master plan (i.e. for developing kinetic skills).</li> <li>- Discussion regarding acquiring more land – can we go outside of Town? “Siemen’s land” west of 9<sup>th</sup> St. mentioned. Possible space for softball / baseball diamonds.</li> </ul>	

# URBAN SYSTEMS MEETING NOTES

DATE: July 11, 2024

FILE: 4550.0005.01

PAGE: 3 of 3

SUBJECT: Altona Recreation and Active Transportation Master Plan

Advisory Committee Meeting #2

	<ul style="list-style-type: none"> <li>- Softball requires a lot of land to develop – public land that was converted to exclusive facility (Access Field). Master plan should include multi-use fields and facilities to maximize remaining land in town.</li> <li>- It was noted that there are 57 games with 5 user groups played at Access Field (the facility is at capacity).</li> <li>- Land north of MEC was discussed as “last” available land in Town for development of recreation activities. Dan G. explained that because of this many different groups were approaching Council with ideas for the space. This triggered the master plan we are currently developing to plan for the future of limited space in Town.</li> <li>- The engagement summary (online survey, interactive map, and pop-up event #1 comments) reflected a high number of comments pertaining to the need for soccer fields. Concerns that this might have been overrepresented was discussed.</li> <li>- Volunteers maintain Access Field, the Town provides gas for mowers, land, and electricity – example of how the Town works with interest groups to provide high-quality recreation facilities.</li> </ul>	
5	<p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>- Lana discussed next steps:             <ul style="list-style-type: none"> <li>o <b>Meeting #3:</b> Thursday, August 22<sup>nd</sup> Sharing the Draft Plan (virtual) 6-7pm</li> <li>o <b>Meeting #4:</b> Tuesday, September 17<sup>th</sup> Round 2 Engagement – What We Heard (Virtual) 6-7pm</li> <li>o <b>Meeting #5:</b> Tuesday, October 22<sup>nd</sup> Celebrating the Final Plan (virtual) 6-7pm</li> </ul> </li> <li>- Recreation and AT DRAFT plan will be distributed to Advisory Committee at least 2 business days prior to Meeting #3.</li> </ul>	USL

The preceding is the writer's interpretation of the proceedings and any discrepancies and / or omissions should be reported to the writer.

URBAN SYSTEMS LTD.



Lana Reimer  
Landscape Architect and Project Lead

cc: Devon Landings Jenner, Engagement and Communications Specialist  
/LR

Enclosure: Advisory Committee #2 presentation slides

# URBAN MEETING NOTES

SYSTEMS

SUBJECT: Altona Recreation and Active Transportation Master Plan  
Advisory Committee Meeting #3  
DATE: August 22, 2024  
TIME: 6:00PM -7:00PM  
LOCATION: Craft Meeting Room (Millennium Exhibition Centre)  
FILE: 4550.0005.01

## ATTENDEES

## COMPANY

## EMAIL

Gavin Faurshou	Altona Community Action Network (ACAN) Active Transportation	<a href="mailto:gavinfaurschou@hotmail.com">gavinfaurschou@hotmail.com</a>
Donovan Bergman	Altona Minor Baseball	<a href="mailto:altonaminorbaseball@gmail.com">altonaminorbaseball@gmail.com</a>
Mark Braun	The Bridge Skatepark	<a href="mailto:Mark.art.braun@gmail.com">Mark.art.braun@gmail.com</a>
Gord Sawatzky	Pickleball	<a href="mailto:gsawatzky7@gmail.com">gsawatzky7@gmail.com</a>
Ken Weibe	Access Field Volunteers	<a href="mailto:ken19sr@gmail.com">ken19sr@gmail.com</a>
Denise Tonna	Altona Dog Park	<a href="mailto:tonnad@blsd.ca">tonnad@blsd.ca</a>
Quinn Hildebrand	Altona Curling Club	<a href="mailto:curlingclubaltona@gmail.com">curlingclubaltona@gmail.com</a>
Rachel Wahl	Altona Angels Softball	<a href="mailto:altonaangels12@gmail.com">altonaangels12@gmail.com</a>
Sheree Wahl	Altona Skating Club	<a href="mailto:altonaskatingclub@gmail.com">altonaskatingclub@gmail.com</a>
Hilde Ramirez	Regional Connections	<a href="mailto:hilde@regionalconnections.ca">hilde@regionalconnections.ca</a>
Nina Edbohm-Kehler	Altona & Area Family Resource Centre	<a href="mailto:aafr1998@gmail.com">aafr1998@gmail.com</a>
Wes Hildebrand	Altona Minor Hockey	<a href="mailto:altonaminorhockey@gmail.com">altonaminorhockey@gmail.com</a>
Don Bergman	Altona Minor Baseball	<a href="mailto:altonaminorbaseball@gmail.com">altonaminorbaseball@gmail.com</a>
Dan Gagne	Town of Altona	<a href="mailto:dan.gagne@altona.ca">dan.gagne@altona.ca</a>
Eric Hildebrand	Town of Altona	<a href="mailto:recreation.manager@altona.ca">recreation.manager@altona.ca</a>
Keira Thurston	Town of Altona	<a href="mailto:communications@altona.ca">communications@altona.ca</a>
Lana Reimer	Urban Systems Ltd	<a href="mailto:reimer@urbansystems.ca">reimer@urbansystems.ca</a>
Jamie Hilland	Urban Systems Ltd	<a href="mailto:jhilland@urbansystems.ca">jhilland@urbansystems.ca</a>

<u>ITEM</u>	<u>DISCUSSION</u>	<u>ACTION BY:</u>
<b>1</b>	<b>Round table attendance check-in</b> <ul style="list-style-type: none"> <li>- Review of agenda and record of attendees</li> <li>- Presentation attached</li> </ul>	
<b>2</b>	<b>Review of Vision Statement</b> <ul style="list-style-type: none"> <li>- Lana reviewed the proposed Vision Statement for the RATMP and provided examples of other RM's vision statements</li> <li>- No discussion</li> </ul>	
<b>3</b>	<b>Review of Goals &amp; Guiding Principles</b> <ul style="list-style-type: none"> <li>- Lana reviewed the proposed 5 goals and guiding principles</li> <li>- No discussion</li> </ul>	

<p><b>4</b></p>	<p><b>Review of Strategies &amp; Recommendations</b></p> <ul style="list-style-type: none"> <li>- Lana reviewed the proposed 12 strategies and recommendations and Proposed Parks &amp; Recreation Facilities Map with example images</li> <li>- Jamie reviewed the Proposed Active Transportation &amp; Trails Network Map with example images of different facility types</li> </ul>	
<p><b>5</b></p>	<p><b>Discussion / Questions</b></p> <ul style="list-style-type: none"> <li>- Southwest agricultural land good area for outdoor multi-purpose sports field (infrastructure for residential in this area at its capacity).</li> <li>- Drainage issues to be aware of for northwest and southwest agricultural parcels if they are to be developed (i.e. incorporate stormwater management and drainage into natural systems – green infrastructure opportunity).</li> <li>- Suggestion made to add 5-minute cycling radius to AT &amp; Trails Network Map.</li> <li>- Active transportation facilities will help bring people to downtown Altona (economic benefit).</li> <li>- Southeast quadrant was also noted as possible area for rezoning of agricultural land.</li> <li>- Additional 15-20 sites for campsite expansion.</li> <li>- Co-op gas bar has wide approach to Centre Ave. causing vehicle, bicycle, and pedestrian conflicts (adding median here to define approach may help).</li> <li>- Challenges with proposing facilities to Centre Ave. (Manitoba Transportation and Infrastructure regulations may be prohibitive).</li> </ul>	
<p><b>6</b></p>	<p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>- Lana discussed next steps:             <ul style="list-style-type: none"> <li>o Feedback on the DRAFT Master Plan to be provided to Keira by Friday, August 30<sup>th</sup>.</li> <li>o <b>Round 2 Community Engagement:</b> Wednesday, September 18<sup>th</sup> – Altona to confirm</li> <li>o <b>Meeting #4:</b> Thursday, October 24<sup>th</sup> Round 2 Engagement – What We Heard (in-person &amp; virtual) 6-7pm</li> <li>o <b>Meeting #5:</b> Tuesday, October 22<sup>nd</sup> Celebrating the Final Plan (In-person &amp; virtual) 6-7pm</li> </ul> </li> <li>- Agenda and the “What We Heard Report (Round 2 Engagement)” will be distributed to the Advisory Committee at least 2 business days prior to Meeting #4.</li> </ul>	<p>USL / ALTONA</p>

# URBAN SYSTEMS MEETING NOTES

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DATE: August 22, 2024

FILE: 4550.0005.01

PAGE: 3 of 3

SUBJECT: Altona Recreation and Active Transportation Master Plan

Advisory Committee Meeting #3

The preceding is the writer's interpretation of the proceedings and any discrepancies and / or omissions should be reported to the writer.

## URBAN SYSTEMS LTD.



Lana Reimer  
Landscape Architect and Project Lead

cc: Devon Landings Jenner, Engagement and Communications Specialist  
/LR

Enclosure: Advisory Committee #3 presentation slides

# URBAN MEETING NOTES

SYSTEMS

SUBJECT: Altona Recreation and Active Transportation Master Plan  
Advisory Committee Meeting #4  
DATE: October 24, 2024  
TIME: 6:00PM -7:00PM  
LOCATION: Craft Meeting Room (Millennium Exhibition Centre)  
FILE: 4550.0005.01

<u>ATTENDEES</u>	<u>COMPANY</u>	<u>EMAIL</u>
Gavin Faurshou	Altona Community Action Network (ACAN) Active Transportation	<a href="mailto:gavinfaurschou@hotmail.com">gavinfaurschou@hotmail.com</a>
Michael Hiebert	Altona Community Action Network (ACAN) Active Transportation	
Donovan Fehr	Altona Minor Baseball	<a href="mailto:altonaminorbaseball@gmail.com">altonaminorbaseball@gmail.com</a>
Jerri-Lyne Veer (for Gord Sawatzky)	Pickleball	<a href="mailto:gsawatzky7@gmail.com">gsawatzky7@gmail.com</a>
Ken Weibe	Access Field Volunteers	<a href="mailto:ken19sr@gmail.com">ken19sr@gmail.com</a>
Quinn Hildebrand	Altona Curling Club	<a href="mailto:curlingclubaltona@gmail.com">curlingclubaltona@gmail.com</a>
Rachel Wahl	Altona Angels Softball	<a href="mailto:altonaangels12@gmail.com">altonaangels12@gmail.com</a>
Nina Edbohm-Kehler	Altona & Area Family Resource Centre	<a href="mailto:aafrcl998@gmail.com">aafrcl998@gmail.com</a>
Wes Hildebrand	Altona Minor Hockey	<a href="mailto:altonaminorhockey@gmail.com">altonaminorhockey@gmail.com</a>
Doug Rempel	Baseball & pickleball	<a href="mailto:altonaminorbaseball@gmail.com">altonaminorbaseball@gmail.com</a>
Dan Gagne	Town of Altona	<a href="mailto:dan.gagne@altona.ca">dan.gagne@altona.ca</a>
Eric Hildebrand	Town of Altona	<a href="mailto:recreation.manager@altona.ca">recreation.manager@altona.ca</a>
Keira Thurston	Town of Altona	<a href="mailto:communications@altona.ca">communications@altona.ca</a>
Lana Reimer	Urban Systems Ltd	<a href="mailto:lreimer@urbansystems.ca">lreimer@urbansystems.ca</a>
Karl Enns	Altona Soccer	

<u>ITEM</u>	<u>DISCUSSION</u>	<u>ACTION BY:</u>
1	<b>Round table attendance check-in</b> <ul style="list-style-type: none"> <li>- Review of agenda and record of attendees</li> <li>- Presentation attached</li> </ul>	
2	<b>Review of What We Heard Report – Round 2 Community Engagement</b> <ul style="list-style-type: none"> <li>- No discussion</li> </ul>	
3	<b>Revised Vision Statement</b> <ul style="list-style-type: none"> <li>- No discussion</li> </ul>	
4	<b>Proposed Priority Recommendations</b> <ul style="list-style-type: none"> <li>- Based on community feedback as well as taking into consideration factors such as cost, available land (and ownership of that land), addressing safety and accessibility in the community, the priority recommendations were as follows:               <ol style="list-style-type: none"> <li>1. Identify gaps in the AT and trails network to improve safety and accessibility.</li> </ol> </li> </ul>	

	<ul style="list-style-type: none"> <li>- 2. Create new outdoor multi-use facilities that incorporate a variety of activities and sports.</li> <li>- 3. Create new outdoor multi-use facilities that incorporate a variety of activities and sports.</li> </ul>	
<b>5</b>	<p><b>Existing Facility Recommendations</b></p> <ul style="list-style-type: none"> <li>- Lana revisited the existing facility recommendations that were made as part of the initial draft report.</li> <li>- Discussion points below.</li> </ul>	
<b>6</b>	<p><b>Discussion / Questions</b></p> <ul style="list-style-type: none"> <li>- Proposed soccer fields would not be suitable places for ice rinks in the winter months. This would damage the fields. Asphalt sports courts would be better suited for creating winter ice rinks.</li> <li>- Area adjacent to the Farmer’s Market was suggested as an alternative location for a permanent dog park (or keep where it currently is, north of the MEC). Esso owns this land which may be a barrier to locating a permanent dog park here.</li> <li>- It was noted that the Town has ample land within its municipal boundaries to develop outdoor or indoor multi-use facilities, however, land ownership and land use designations (i.e. agricultural or industrial lands) may be challenges to developing these facilities.</li> <li>- Altona Soccer would be willing to champion new outdoor facilities.</li> <li>- Rugby is also on the rise in Altona.</li> <li>- Land ownership issues were brought up for proposed recreation recommendations. For example, the basketball court south of the Fire Station – private ownership, not the Town’s.</li> <li>- Safe routes to school are important priorities to address in the community, however Town ownership vs. BLSO ownership will need to be addressed through partnerships.</li> <li>- Indoor multi-use facility is a priority – somewhere to play pickleball year-round as well as other sports such as soccer that are not hockey and baseball. Focus on seniors active living programming indoors.</li> <li>- Active transportation will be a 20-year road map. Priorities will be rolled out over time.</li> <li>- The final master plan will be a “living document” – intended to guide use for the community over 20 years. Some priorities may change based on available funding as it becomes available or other groups that organize to champion an initiative or recommendation. Many factors will come into play for Town Council when making decisions and this document will help <i>inform</i> those decisions.</li> </ul>	
<b>7</b>	<p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>- Lana discussed next steps:             <ul style="list-style-type: none"> <li>o Advisory Committee feedback to be provided to Keira by Friday, November 1<sup>st</sup></li> <li>o <b>Final Meeting #5 (Revised):</b> Thursday, November 21<sup>st</sup>, to review the DRAFT Final Plan before presenting to council (In-</li> </ul> </li> </ul>	USL / ALTONA

# URBAN SYSTEMS MEETING NOTES

DATE: October 24, 2024

FILE: 4550.0005.01

PAGE: 3 of 3

SUBJECT: Altona Recreation and Active Transportation Master Plan

Advisory Committee Meeting #4

	person & virtual) 6-7pm (December meeting date TBD – council meets Dec. 3 <sup>rd</sup> and 17 <sup>th</sup> ) - Agenda and the DRAFT Final Plan will be distributed to the Advisory Committee at least 2 business days prior to Meeting #5.	
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The preceding is the writer's interpretation of the proceedings and any discrepancies and / or omissions should be reported to the writer.

**URBAN SYSTEMS LTD.**



Lana Reimer  
Landscape Architect and Project Lead

cc: Jamie Hilland, Active Transportation Planner  
/LR

Enclosure: Advisory Committee #4 presentation slides

# URBAN MEETING NOTES

SYSTEMS

SUBJECT: Altona Recreation and Active Transportation Master Plan Advisory Committee Meeting #5  
 DATE: December 2, 2024  
 TIME: 6:00PM -7:00PM  
 LOCATION: Craft Meeting Room (Millennium Exhibition Centre)  
 FILE: 4550.0005.01

**ATTENDEES**

**COMPANY**

**EMAIL**

Gavin Fauschou	ACAN Active Transportation	<a href="mailto:gavinfauschou@hotmail.com">gavinfauschou@hotmail.com</a>
Michael Hiebert	ACAN Active Transportation	
Donovan Bergman	Altona Minor Baseball	<a href="mailto:altonaminorbaseball@gmail.com">altonaminorbaseball@gmail.com</a>
Gord Sawatzky	Pickleball	<a href="mailto:gsawatzky7@gmail.com">gsawatzky7@gmail.com</a>
Ken Weibe	Access Field Volunteers	<a href="mailto:ken19sr@gmail.com">ken19sr@gmail.com</a>
Quinn Hildebrand	Altona Curling Club	<a href="mailto:curlingclubaltona@gmail.com">curlingclubaltona@gmail.com</a>
Rachel Wahl	Altona Angels Softball	<a href="mailto:altonaangels12@gmail.com">altonaangels12@gmail.com</a>
Sheree Wahl	Altona Angels Softball	<a href="mailto:Altonaangels12@gmail.com">Altonaangels12@gmail.com</a>
Nina Edbohm-Kehler	Altona & Area Family Resource Centre	<a href="mailto:aafrc1998@gmail.com">aafrc1998@gmail.com</a>
Hilde Ramirez	Regional Connections	<a href="mailto:val@regionalconnections.ca">val@regionalconnections.ca</a>
Wes Hildebrand	Altona Minor Hockey	<a href="mailto:altonaminorhockey@gmail.com">altonaminorhockey@gmail.com</a>
Richard Bage	Youth	
Karl Enns	Altona Soccer	
Dan Gagne	Town of Altona	<a href="mailto:dan.gagne@altona.ca">dan.gagne@altona.ca</a>
Eric Hildebrand	Town of Altona	<a href="mailto:recreation.manager@altona.ca">recreation.manager@altona.ca</a>
Lana Reimer	Urban Systems Ltd	<a href="mailto:lreimer@urbansystems.ca">lreimer@urbansystems.ca</a>
Jamie Hilland	Urban Systems Ltd	<a href="mailto:jhilland@urbansystems.ca">jhilland@urbansystems.ca</a>

<b><u>ITEM</u></b>	<b><u>DISCUSSION</u></b>	<b><u>ACTION BY:</u></b>
<b>1</b>	<p><b>Round table attendance check-in</b></p> <ul style="list-style-type: none"> <li>- Review of agenda and record of attendees</li> <li>- Presentation attached</li> </ul>	
<b>2</b>	<p><b>Outdoor Multi-Use Park</b></p> <ul style="list-style-type: none"> <li>- Outdoor Multi-Use Park was presented and discussed regarding cost range, timeframe / priority, and the pros and cons of the proposed location (southwest quadrant of Altona).</li> <li>- Concerns about the size and scope of the outdoor facility – large footprint, is this feasible for a Town of this size? (approx. 4,000 people).</li> <li>- “Too bold for Altona” – would like to see proposed facilities disbursed throughout the community and not concentrated in one area as currently proposed.</li> <li>- Consider utilizing existing greenspaces in Town over a new outdoor facility (can use existing infrastructure and parking, etc.).</li> <li>- Challenges with utilizing existing green spaces in Town – little Town owned land left, some of these facilities might not fit in the available land located within the Town’s municipal boundaries.</li> </ul>	

	<ul style="list-style-type: none"> <li>- Like the idea of having a cricket pitch in the centre of the soccer fields to save space.</li> <li>- Tennis courts not really needed (Centennial Park has enough).</li> <li>- Too many baseball diamonds – committee members felt there was no need for another “Access Field” – instead explore opportunities to enhance existing partnerships / joint use agreements with the Border Land School Division (BLSD) to use their facilities.</li> <li>- Exercise stations could be added to Centennial Park.</li> <li>- Operations and maintenance – question about how much this would cost for a facility of this size. Recommended to find other examples of these costs in other communities for comparison.</li> <li>- Challenges with existing partnerships with the BLSD were discussed (i.e. use of indoor facilities, upgrades to existing facilities and maintenance responsibilities).</li> <li>- Question was asked why BLSD hasn’t participated more – Dan &amp; Eric explained that they were at the first AC meeting and have been sent all summary notes and documents to date but have not responded.</li> <li>- Desire for indoor soccer over outdoor soccer.</li> <li>- Outdoor soccer facilities are being explored with BLSD</li> <li>- Pickleball would be difficult here without more wind protection – a desire to have it indoors rather than outdoors to provide year-round opportunities, especially for seniors.</li> </ul>	
3	<p><b>Indoor Multi-Use Facility (Expansion to MEC)</b></p> <ul style="list-style-type: none"> <li>- Indoor Multi-Use Facility was presented and discussed regarding cost range, timeframe / priority, and the proposed location (expansion to the north of existing MEC).</li> <li>- Desire for more pickleball courts (minimum of 4 courts requested by pickleball group representatives).</li> </ul>	
4	<p><b>Additional Recommendations: Ash Park</b></p> <ul style="list-style-type: none"> <li>- Would like to see larger soccer field proposed in this park or alternatively - a dog park.</li> </ul>	
5	<p><b>Additional Recommendations: Bridge Skate Park Upgrades</b></p> <ul style="list-style-type: none"> <li>- No comments</li> </ul>	
6	<p><b>Additional Recommendations: Campground Expansion (or new site)</b></p> <ul style="list-style-type: none"> <li>- Consider expanding into Centennial Park</li> </ul>	
7	<p><b>Existing Facilities Prioritization Chart</b></p> <ul style="list-style-type: none"> <li>- It was noted that the dog park is not operated and maintained by ACAN, but instead operated and maintained by the Town of Altona.</li> <li>- Chart mentioned safe routes to schools, but didn’t see it clearly reflected in the Active Transportation section of the final draft document.</li> </ul>	
8	<p><b>Active Transportation Infrastructre Recommendations</b></p> <ul style="list-style-type: none"> <li>- Active transportation will be a 20-year road map. Priorities will be rolled out over time.</li> </ul>	

	<ul style="list-style-type: none"> <li>- Neighbourhood Greenways and Multi-Use Pathways (MUPs) were described, and example images shown.</li> <li>- Eight (8) corridors were presented for proposed routes and active transportation facilities.</li> <li>- It was noted that Active and Safe Routes To School (ASRTS) programs should be emphasized in the final document. However, there are challenges with proposing that Border Land School Division undertake supportive active school travel encouragement and education programs without their clearly expressed interest and intent in doing so.</li> <li>- Centre Ave. was discussed as being more feasible than previously thought with MTI. Street renewals are slated for Centre Ave. in the coming years, which makes it a higher priority.</li> <li>- Curb and gutter infrastructure was discussed along Centre Ave. and the implications and costs to install and maintain this type of infrastructure.</li> </ul>	
<p>9</p>	<p><b>Additional Feedback Provided by Email</b></p> <ul style="list-style-type: none"> <li>- Indoor pickleball courts should be prioritized over outdoor courts (gap in needs between October and April months). This would prioritize recreation year-round, especially for the senior community.</li> <li>- Challenges with outdoor pickleball courts – short season, wind and elements, maintenance (leaves and debris needs to be cleared from court).</li> <li>- Use of the curling rink from April to September would be a great option. If made available, permanent painted lines have been suggested.</li> <li>- High demand from new players and seniors that want to learn to play pickleball in Altona.</li> <li>- Would like to see the final recommendations of the Master Plan set a vision for the coming decades that will make Altona a better place to live for future generations. Lots of excitement for the “big picture” of the proposed outdoor multi-use park.</li> <li>- It was noted that there are challenges to using BLSD spaces (both outdoor and indoor) as well as proposing Active and Safe Routes to Schools programs. Currently it is not part of the BLSD mandate and community member groups would need to champion this – policy vs. design / built environment issue.</li> <li>- While dreaming big and setting a bold vision for Altona is great, the final document should emphasize the need for incremental improvements to the facilities and systems already in place (ex. Existing soccer field at Miller Collegiate could be improved to have an amazing facility in the interim before a new, full-sized premier league is built elsewhere).</li> </ul>	
<p>10</p>	<p><b>Next Steps</b></p> <ul style="list-style-type: none"> <li>- Discussion ended with the understanding that the proposed recommendations and concepts are not set in stone and will be adjusted as the Town grows, funding becomes available, user groups change, and priorities shift over time.</li> <li>- Next steps:</li> </ul>	<p>USL / ALTONA</p>

# URBAN SYSTEMS MEETING NOTES

DATE: December 2, 2024

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SUBJECT: Altona Recreation and Active Transportation Master Plan Advisory Committee Meeting #5

	<ul style="list-style-type: none"><li>o Urban Systems encouraged attendees to discuss the proposed recommendations and concepts with their user groups, family, and friends as we move to the final document recommendations to present to council.</li><li>o Advisory Committee feedback to be provided to Keira by <b>Monday, December 9<sup>th</sup></b></li><li>o Urban Systems will finalize the Master Plan and send to Town Council a week before they present in person to Council for adoption consideration (date TBD, likely a special meeting will be held in January 2025).</li><li>o It was noted that this document is intended to serve as a guiding for funding applications and as a tool for advocacy groups.</li></ul>	
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The preceding is the writer's interpretation of the proceedings and any discrepancies and / or omissions should be reported to the writer.

**URBAN SYSTEMS LTD.**



Lana Reimer  
Landscape Architect and Project Lead

cc: Jamie Hilland, Active Transportation Planner  
/LR

Enclosure: Advisory Committee #5 presentation slides



# Active Transportation Unit Costs

## Appendix D



The cost estimates presented below are based on typical unit costs and recent construction and operation and maintenance pricing within Manitoba (2023). Intersection enhancements are context specific and will require additional study and detailed design. Intersection enhancements can range from 5K for a marked crosswalk to 500K for traffic signals. See [Table D-2](#).

**Table D-2:** 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
Neighbourhood Greenway	\$40,000	Assuming improvements limited to signage, pavement markings, and speed humps.	\$2,000
Multi-use Pathway Adjacent to roadway (new)	\$500,000	Assuming no curb and gutter or drainage modifications required. Excludes lighting and property impacts.	\$10,000
Multi-use Pathway Adjacent to roadway (utility relocation / drainage required)	\$1,000,000	Excludes property acquisition.	\$10,000
Sidewalk (curb and gutter)	\$870,000	Excludes property acquisition.	\$1,000
Paved Shoulders	\$160,000	Includes utilities and drainage improvements and minimum 50 mm asphalt depth	\$2,000



Facility Type	Capital Cost (per km)	Assumptions	Annual Operating and Maintenance Unit Cost (per km) – year-round maintenance
Trails	\$20,000	Estimate assumes no trail amenities or fixtures such as garbage cans, lighting, benches, bike racks, etc. will be provided. TCT Trail Costing Calculator used for cost estimates.	\$6800

**Table D-3:** Intersection Treatment Capital Cost

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

As seen [Table D-3](#), there is a range of costs associated for each of the different facility types depending on the materials used and the existing conditions.

