Bike to the Future report



Proceedings from the participatory forum

Wednesday, September 20, 2006, 7 to 9:30p.m.

University of Winnipeg

Compiled and written by volunteer labour
biketothefuture@gmail.com

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Executive Summary

On the heels of a summer of intense interest in cycling events, a group of concerned cyclists organized "Bike to the Future": a policy forum for cyclists to join together and discuss their vision for cycling in Winnipeg. On Wednesday September 20th, 2006, more than 100 cyclists attended the forum at the University of Winnipeg to learn more about cycling in Winnipeg, and to share our ideas about what is needed to make cycling better and safer in our city.

The following report is a summary of the proceedings of the Bike to the Future Forum. Copies of this report are being delivered by bicycle to our political representatives at City Hall and the Provincial Legislature on September 26th, 2006.

Bike to the Future was organized in two parts. In the first half of the evening the audience heard three presentations: Cycling in other Canadian Cities; the City of Winnipeg's Parkway System; and the City of Winnipeg's Active Transportation study.

The second half of the evening was a participatory forum on cycling-related topics, which are summarized in the report. Finally, the report offers the following recommendations based on the input of the participants at the forum:

The City and the Province should:

- Encourage and celebrate cycling as a healthy form of transportation
- Recognize the diversity of citizens who cycle for various reasons, from recreational to commuting, in summer and winter

The City should:

- Adopt the recommendations of the Active Transportation Study, which include:
  - Hiring an Active Transportation co-ordinator
  - Forming an Active Transportation Advisory Committee
  - A detailed action plan for active transportation with time frames
  - A comprehensive active transportation network citywide
  - Dedicated funding, at least 3% of Public Works – Streets capital budget for roadways, reflecting the number of cyclists using roads.
- Develop a detailed plan for a citywide network of commuting routes
- Integrate cycling needs into all road construction
- Integrate transit with cycling

The Province should:

- Re-examine the Highway Traffic Act to meet the needs of cyclists
- Build on the low cost helmet program and offer other incentives to encourage cycling
- Develop a bicycle policy in the Ministry of Transportation like the government of Québec

Manitoba Public Insurance and partners should:

- Educate drivers and cyclists on safety and mutual respect

Introduction

On the heels of a summer of intense interest in cycling events, a group of concerned cyclists organized "Bike to the Future": a policy forum for cyclists to join together and discuss their vision for cycling in Winnipeg. On Wednesday September 20th, 2006, over 100 cyclists attended the forum at the University of Winnipeg to learn more about cycling in Winnipeg, and to share our ideas about what is needed to make cycling better and safer in our city. Also in attendance were mayoral candidates Kaj Hassellriis and Marianne Cerilli, councillors Jenny Gerbasi and Harvey Smith, council candidate Trudy Turner, and MLA Rob Altemeyer.

The summer of 2006 will go down as the most active and controversial time period yet for cycling in Winnipeg. Critical Mass, a group ride that takes place in 240 cities around the world, gained attention in Winnipeg when police arrested cyclists at the May ride. Complaints were filed with the Law Enforcement Review Agency (LERA) because of the aggressive treatment of cyclists by police.

The June ride had more than 600 participants. At the July ride, some participants received tickets for their participation in the ride, despite police instruction on the rules of the road for Critical Mass rides.

People participate in Critical Mass for many reasons, whether it's because of inadequate cycling infrastructure, or the dominance of "car culture" in our society today, or the environmental impacts of fossil fuels.

Another group ride, SPIN (Strength and Participation in Numbers), was organized by Olympia Cycle and Ski on September 6th, with hundreds of participants. The group highlighted the need for better cycling infrastructure in the city. More information: http://olympiacycle.com/spin.htm

Participants were invited to sign a statement of support for greater resources for cyclists. The following statement received 68 signatures, which are being delivered with this report to the Mayor and City Hall.

> We, the undersigned, recognize that the current infrastructure in Winnipeg inadequately addresses the needs of citizens who use their bicycles as a mode of transport. Whether using a bicycle for transportation or recreation, the current situation in Winnipeg is that there are few roads where cyclists can share the road safely with motorized vehicles, and there are few alternate routes for cyclists to use.
>
> As such, we wish to express our discontent with this situation, and call on the municipal government to address the concerns and needs of cyclists, and to establish a definitive plan to ensure that Winnipeg becomes a safe and healthy place in which to ride a bicycle.
>
> We strongly believe that the government should act on the recommendations and concerns brought forth at this forum, and be held accountable to the substantial population of citizens who cycle in Winnipeg.

The following report is a summary of the proceedings of the Bike to the Future Forum. Copies of this report are being delivered, by bicycle, to our political representatives at City Hall and the Provincial Legislature on September 26th, 2006. A limited number of hard copies are available, and electronic copies can be obtained by emailing biketothefuture@gmail.com.

Did you know?

66% of Canadians want to cycle more as a mode of transportation

30% of Manitobans cycle most of the time, double the national average!

40% of Winnipeggers said that with better infrastructure they would use active transportation, including cycling.

Cycling in other Canadian cities

presented by Kevin Miller

Kevin Miller's presentation covered his first-hand observations and experiences from cycling in other Canadian cities, as well as facts from a 2005 study entitled "Cycling Trends and Policies in Canadian Cities" (Pucher, J., Buhler, R. Cycling Trends and Policies in Canadian Cities. World Transport and Policy Practice 11 (1), 43-61).

He found several important steps that these cities have taken to encourage bicycling, and highlighted the various approaches these cities have taken as potential examples for what Winnipeg might be able to do to better encourage cycling.

The percentage share of all trips in those four cities taken by bicycle is quite high, with Victoria the highest at 4.8%, Vancouver and Ottawa at 1.9%, and Metro Toronto at 1.3% (year-round averages, with percentages estimated to be significantly higher in the summer). Winnipeg is 1.4%.

British Columbia

- Provides funding for cycling infrastructure equally matched by municipalities
- Municipalities are required to establish bicycle facility plans as part of their overall community development plan

These four successful cities share some important similarities in how their municipal government deals with cycling:

Québec

- Ministry of Transportation has a Bicycle Policy with the goal to increase the use of bicycles for transport while improving bicycle safety
- All provincial infrastructure projects, including roadway projects, must incorporate the needs of cyclists in their design
- The plan introduces a uniform bikeway design and traffic control standards
- Provides matching funding to bikeway construction

- Each has a comprehensive bicycling plan, with the intent to continue expanding their bicycling programs and infrastructure in coming years.
- Each has a Bicycling Co-ordinator, and staff working on all transportation projects consider how cycling will be integrated into the project.
- A cyclists' map is updated each year, and distributed free of charge. In 2004, Toronto introduced a "Bike Route Network Signage" system that efficiently guides cyclists along routes.
- There is intermodal coordination between cycling and public transit, in that many bus routes in Ottawa, Victoria, and Vancouver have bike racks on the buses. As well, Toronto allows bikes on the subway, while Vancouver allows them on SkyTrain, SeaBus, and West Coast Express commuter trains.
- City staff in Ottawa and Toronto deliver CAN-BIKE safety programs.
- In Victoria, half of all children aged 7 to 13 participate in 5 one-hour "Bike Smarts" program sessions in their school.
- Toronto has the best bicycle parking program in North America because any person can request the installation of Post & Ring racks on any city sidewalk; currently 16000 are installed, and the number increases by 1000 each year.
- Commercial construction bylaws require bicycle parking, and there are incentives for workplaces to install bicycling facilities such as showers.

- Some intersections have bicyclist-activated (push-button) or bicycle-activated (sensor) traffic lights.

Ottawa, Toronto, Victoria, and Vancouver each have slightly different foci and employ different strategies in terms of on-road (bike lanes, bikeways, shared roadways) and off-road (pathways) infrastructure. The differences are primarily a result of differences in climate, topography, density, and geography.

Ottawa: There are 822km of bike routes. The National Capital Commission is responsible for the extensive pathway system in parks and along the Ottawa, Rideau, and Gatineau rivers, and the Rideau canal. The City of Ottawa builds and maintains pathways alongside their Transitways (bus rapid transit), and bicycling routes on streets.

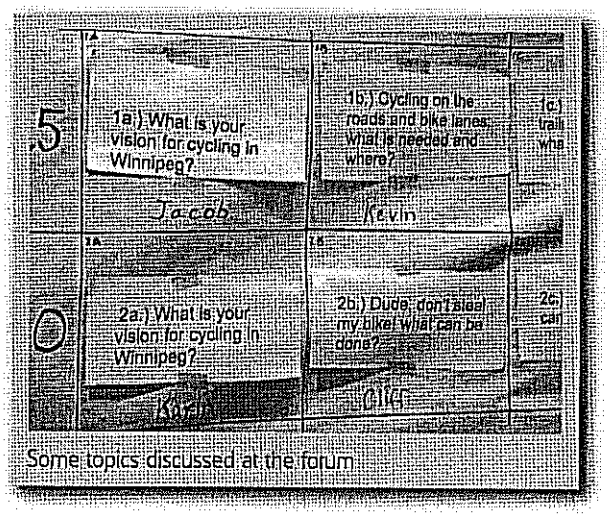
Manitoba

- As part of the Healthy Kids, Healthy Futures All Party Task Force recommendations, provided low cost Bike Helmet offer through schools and child care facilities to increase the use of bike helmets and bicycle rider ship.
- Sponsors Commuter Challenge and Resource Conservation Manitoba to encourage alternative modes of transportation.
- 2020 Manitoba's Transportation Vision Strategic Directions Report mentions the importance of bicycle helmets, however does not discuss integrating planning for bicycles into provincial transportation infrastructure.
- Does not have a bicycle policy or offer funding incentives on cycling to municipal governments, despite that 1.4% of all trips in Winnipeg are by bicycle.

Toronto: In 2003, there were 252km of bike routes, but their bike plan's goal is to have 1000km by 2011. They had over 100km of bike lanes in August 2005.

Victoria: The city's 377km of bike routes will be expanded to 550km in the next few years. The 67km that are off-road (on the famous Galloping Goose and Lochside trails) are heavily used.

Vancouver: There are 1347km of bike routes. Most of that is on shared roadways, but Vancouver has a major focus to create traffic-calmed bikeways. (There is extensive traffic calming in Vancouver). Between 1990 and 1999, 16 bikeways for a total of 133km were constructed at a cost of $6 million.



Some topics discussed at the forum

Kevin Miller concluded his presentation with the observation that if Winnipeg's Active Transportation Study became city policy, and most of its recommendations were implemented, Winnipeg would also have a reasonable number of facilities in Winnipeg that supported better and safer cycling.

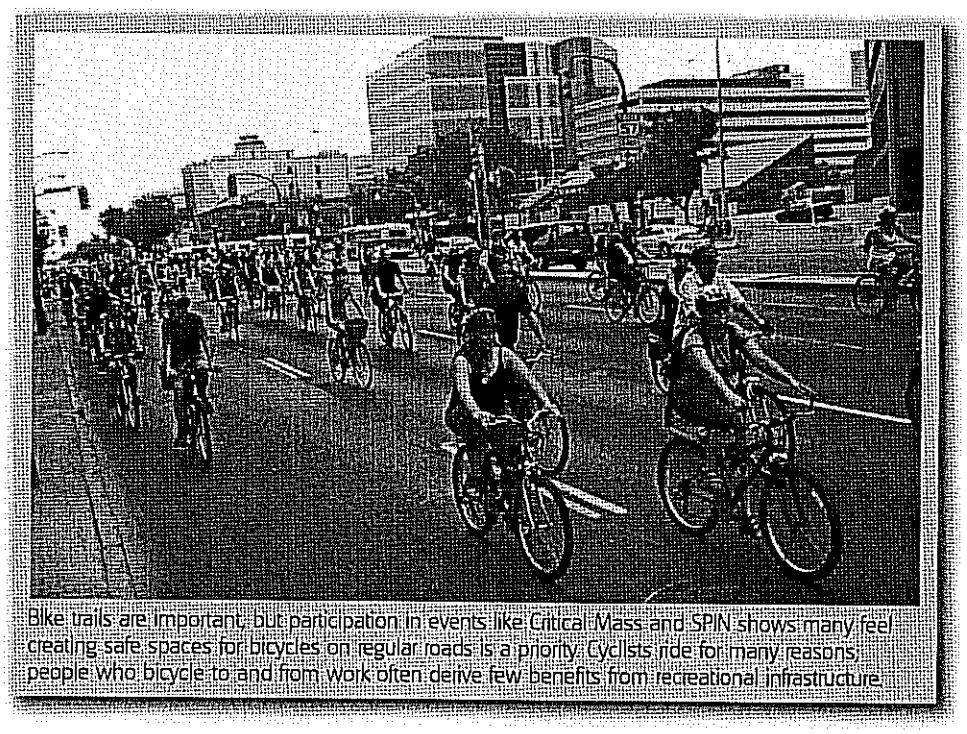
City parkway system

presented by city staff member Kevin Nixon, Strategic Park Planner, Planning Property and Development

Kevin Nixon's presentation centred around Winnipeg's cycling "parkway" system, which is designed around both banks of the two main rivers in Winnipeg. He discussed the old parkway system, recent changes to the system, and concerns about routing and signage. Main points included:

- The parkway system has recently been changed to reduce the number of trails from 16 to 6, with the goal of creating a more coherent and cohesive system
- Where riverbank pathways are not possible, the parkway often includes roadways where cyclists share the road with motorized traffic; recent changes to the parkway have included moving sections of it to side streets instead of busy streets such as west areas of Portage Avenue and Roblin Boulevard
- It is difficult for the parkway to operate entirely on the riverbank, as riverfront property is very expensive to acquire
- Signage along the parkway is in the process of being changed to incorporate the trail reduction and renaming of trails, as well as to inform cyclists of the varying accessibility of certain stretches of the path

Bike to the Future also invited staff from Public Works to present on diamond lanes; however they were unable to attend.



Bike trails are important, but participation in events like Critical Mass and SPIN shows many feel creating safe spaces for bicycles on regular roads is a priority. Cyclists ride for many reasons; people who bicycle to and from work often derive few benefits from recreational infrastructure.

City of Winnipeg Active Transportation Study

presented by Tim Hunt

Tim Hunt summarized the City of Winnipeg's Active Transportation Study, which was completed in 2005. The document was the result of extensive research and contribution from a committee of citizens and city employees. The Study outlined a long-term vision of how active transportation could be incorporated into city planning, with several recommendations for implementation in the short term. These included:

- the hiring of an Active Transportation Coordinator by the city, who would specifically oversee matters regarding all forms of active transportation
- the formation of an Active Transportation Advisory Committee, which would report to Public Works
- the building of awareness and fostering of dialogue with the public
- the development of a detailed action plan for active transportation with time frames
- the establishment of a comprehensive active transportation network citywide, with consideration towards signage, connectivity, maintenance, construction, and facilities
- the study estimates 3% of the public use a bicycle as transportation (yet less than 0.0006% of spending is dedicated to bicycle lanes and trails). Cyclists should get their share of infrastructure funding

The Study was accepted as information by the City, but not taken on as policy.

Group discussion around this topic outlined a number of concerns.

It was agreed that the current facilities in Winnipeg are inadequate, with the bike trail system incorporating many major roadways. Several possible solutions and their costs were discussed:

- diamond lanes would need to be more connected throughout the city, and in effect at all hours; designating hours for diamond lanes makes it more ambiguous for motorists
- elevated bike lanes or rumble strips were the preferred alternative, as sharing lanes with stopping buses was considered unsafe
- painting stripes 1.5 metres from the curb for bicycles was described as a very inexpensive ($200/km) and effective option

Discussion also covered issues of funding and collaboration between various levels of government. The idea of federal funding for tying in a bikeway with the Trans-Canada Trail was mentioned. Concerns were raised about the idea of sharing money for cycling infrastructure with transit or pedestrian projects, as funds have been diverted away from cycling in the past for such projects.

Please also see Appendix A for City of Winnipeg Funding Cycling Infrastructure.

Participatory discussions

The later half of the forum saw the participants in the policy forum involved in smaller break-out discussion groups on specific cycling topics. Eleven topics were discussed during two time periods (see Appendix B). Participants were welcome to move between discussion topics that were occurring simultaneously.

Facilitators moderated each discussion, and notes were taken on large flip charts to enable participants to review what was being recorded. The notes are summarized below by topic. The authors of this report have moved issues raised in certain discussions to the relevant section. For example, if the Highway Traffic Act was raised in the Vision section, this point is presented in the section on the Highway Traffic Act.

What is clear from the discussion below is that cyclists share a vision for improving the current infrastructure in Winnipeg, and have many excellent ideas for improving cycling conditions. This is evidence of the level of knowledge based on cycling experience that is invaluable to policy- and decision-makers when building transportation infrastructure.

What is your vision for cycling in Winnipeg?

Participants displayed enthusiasm for the potential that a cycling-friendly city offers. Comments in the vision discussion centred on positive steps that could be taken to encourage cycling rather than driving. Many cyclists share a concern for the negative impact that "car culture" has on our environment. For example, vehicles are the largest source of fossil fuel emissions.

Some of the comments in the vision discussion are more relevant to the other discussion topics and are included in those sections. The section below is categorized based on the general themes of the discussion.

Attitude Change

- Cycling seen by politicians and bureaucrats as transportation – not just recreation
- Respect from motorists
- Police and cyclists working together for safety
- Government policies acknowledge winter cycling
- Government and businesses offer incentives for good cycling behaviour
- Promote cycling as part of healthy living

Spatial/road changes

- Separate motorists from cyclists (special lanes, wider curb lanes on main roads)
- More direct, uninterrupted bike routes
- Easier flow in bike routes (i.e. turning stop signs into yield signs for bikes, changing signage so that bike routes don't have many stop signs, have physical objects that slow cars down, bike light change button.)
- Indoor lockup facilities downtown, more places to lock bikes in general
- Car-free downtown; more car-free spaces; more bikes

Policy changes

- Comprehensive integrated action plan for cycling in Winnipeg
- Have specific person in charge of biking as well as a separate budget line.
- Increase driving costs (gas tax, other environmental levies for SUVs and pickup trucks in the city, etc.)
- Better co-ordination between different levels of government
- Have a mayor who bikes to work

Transit-related changes

- Integrated transit and cycling: user-friendly bike racks, more bike racks all year round
- Subsidized bus passes for people without cars
- Online bicycle trip planner for cyclists, modeled after Winnipeg Transit's Navigo

Dreams

- Increase bike usage!
- Make cars illegal
- Prizes and free helmets, bikes, repairs!
- Overpasses for bikes built from recycled bike
- Close more streets to cars

Cycling on the roads and bike lanes: what is needed and where?

Cyclists agreed that infrastructure for commuting and traveling on roads with cars is inadequate, and shared concerns about the level of safety of cycling on the city's roads. This is important to consider when many cyclists use their bicycle as their main mode of daily transportation.

Cyclists agreed that sharing the roads with cars is not safe. It was agreed that cyclists need their own designated lanes for safety. Current issues in Winnipeg are:

- The present diamond lane system is not adequate; putting the smallest vehicle on the road with the largest vehicle (buses) puts cyclists at risk
- Underpasses (such as the Jubilee/Pembina crossing) are scary places for cyclists; presently bicycles ride between a concrete wall and traffic traveling at high speeds
- Construction projects exacerbate the situation for cyclists, reducing the road surface where bicycles normally travel
- Lanes on bridges are often small and bad for cyclists, forcing those who feel they do not have enough room on the road to ride on the sidewalk

The following suggestions were offered to improve the conditions for cyclists commuting and traveling on the road network:

Existing roadways:

- The present 12-foot-wide car lanes could be redrawn to 10.5 feet to accommodate the creation of bike lanes.
- In a 3-lane road, such as Pembina highway, this would open up 4.5 feet of space for a bike lane, which is ideal

- This is a low-cost option: redrawing lines on roads costs $200/km.
- Parking should be eliminated altogether on roadways such as Pembina highway, where it is intermittent anyway

Integrate bicycle lanes in all new road construction, and priority areas:

- New road construction should integrate bicycle lanes when roads are constructed. Bike lanes should have a small curb separating vehicle traffic and bicycles
- Resource Conservation recommends the development of a citywide network of connected commuting routes, starting with delineated bike lanes for Pembina highway and Osborne Street through the Village
- Intersections should have special features to prevent right turning cars from hitting bicycles. In Australia, for example, there are brightly painted areas at intersections in bike lanes for this purpose
- Underpasses are especially dangerous for cyclists, measures should be taken such as shared pedestrian/bikelanes to remove cyclists from traveling with vehicles in underpasses

Install bikeways where possible:

- Bikeways are bicycle routes on streets adjacent to major commuter thoroughfares
- Traffic calming devices are installed on these streets to make them friendly to bicycles, and deter vehicle use

What is traffic calming?

Traffic calming reduces vehicle speeds, improves safety, and enhances quality of life. Traffic calming uses engineering measures to change driver behaviour. Some focus on engineering measures such as installation of barriers and other physical measures to reduce traffic speeds and cut-through volumes that compel drivers to slow down.

http://trafficcalming.org/definition.html

Bike paths and trails

The growing system of bicycle trails in Winnipeg was seen as encouraging. The following comments were made on the bicycle trail system:

Parkway system:

- Parkways are too meandering for use as commuting routes. Either they should be more direct, or integrated with a system of bike lanes on roads to enable people traveling to and from school or work.
- The difference between recreational cycling and cycling for transportation should be acknowledged by both the bicycle pathways, and city policy in general
- City of Winnipeg should name bicycle paths and routes appropriately. In situations where greenways are using roads to link existing bicycle paths, these are no longer paths, but are roads, and should be named accordingly
- The existing bicycle paths need more exits and entrances that are clearly marked so that more people use them
- The safety group explained that bike paths are not safe at night and should be better lit

Future direction for greenway system:

- Increase the use of abandoned rail lines builds on existing routes and can easily be converted into bicycle trails.
- Trails should be available in all seasons, since people cycle in the winter months

Biking education for drivers and cyclists and bike safety

The need for education for both vehicle drivers and cyclists was emphasized in other discussion groups (bike lane and Highway Traffic Act group). Participants explained that vehicles need to recognize that bicycles have a right to use the road, and need to understand the vulnerability of bicycles on a roadway of cars. At the same time, cyclists need to know and follow the rules of the road as well.

It was agreed that more needs to be done on cycling education.

- Manitoba Public Insurance (MPI) has an education handbook in the schools on bicycle education, which should be expanded to reach more Manitobans
- Driver's education handbooks should be reviewed so that they teach in detail how to share the road with bicycles
- Many transit drivers change lanes when passing bicycles, however not all do; drivers that do not leave sufficient space should be reported
- MPI's motorcycle advertisements could be used as a model for educating drivers on cycling with bicycles. This type of public education, TV spots, radio ads, bus ads, could go a long way to improving understanding between cyclists and motorists
- Public education can also take the form of presentations and workshops at different organizations so the information gets to different segments of the population (i.e. community clubs, religious groups).

Bike safety

According to Manitoba Health Sciences – IMPACT Data, every year about 100 cyclists are hospitalized in Manitoba and several are killed. Manitoba Health surveillance data for the years 1990 – 1999 documented eight deaths to children less than 17 years of age.

http://mpi.mb.ca/english/id_safety/vulnerableRoadUsers/bicycle_safety.html

- The CAN-BIKE program should be widely available to all cyclists at no cost. Other organizations such as Resource Conservation Manitoba and cycle shops also offer education, which should be funded and supported
- Current traffic laws should be better enforced; for example, vehicles do not always obey diamond lanes rules

CAN-BIKE

The Canadian Cycling Association's CAN-BIKE program is a series of courses on all aspects of cycling safely and enjoyably on the road. There are CAN-BIKE courses available for ages 6 and up. Courses are organized on three levels: basic, advanced, instructor. The program provides a nationally standardized set of courses that can be taught anywhere, any time – through any organization with an interest in education, safety or health. Nationally certified CAN-BIKE instructors – all experienced cyclists – teach all courses. Instructors and instructor training are available in major Canadian centres.

http://canadian-cycling.com/English/programs/canbike/canintro.htm

- Bicycles can use orange flags so that vehicles see them more easily
- There could be a website and phone number where cyclists can report bad road conditions needing improvement (i.e. potholes, broken concrete near curb where bicycles travel)

Highway Traffic Act (HTA) and policing cyclists: does the HTA need to change? how?

Participants agreed that the present HTA does not take into consideration the realities of cycling on the roads, and should be reviewed. Separate legislation for bicycles should be considered. The following topics were discussed:

- More bicycle police
- Cyclists must take responsibility for other's and their own safety on the road
- Helmets, lights, and bells should be mandatory for all cyclists
- Since some cyclists have low incomes, a subsidy program such as the one the province has for children's helmets should be instigated for cyclists in need
- Some suggested that there should be insurance and licensing for bicycles, however there was not agreement on this point as it could be costly and difficult to enforce
- It is safer when riding to "act like a car"; bicycles should have the right to an entire lane
- It should be a traffic offence when a car passes a cyclist without leaving a metre's distance between the car and the cyclist
- Bicycles offer much less risk to human life and injury than cars. For these reasons, tickets and fines for bicycle infractions should be lower than those for vehicles

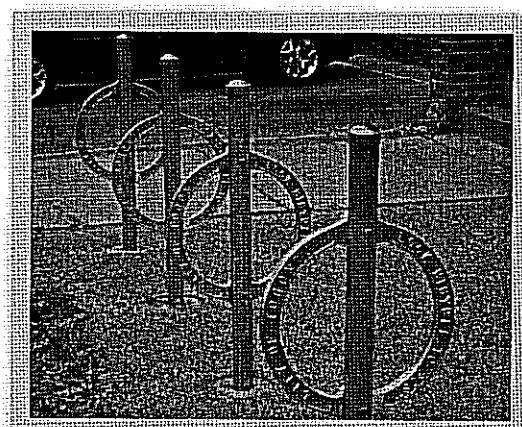
Present infrastructure is not adequate to meet cyclists' needs, this is why some cyclists ride on sidewalks. Some participants thought that bicycles should not be required to ride on the roads if they do not feel safe, however, there was not agreement on this point. The bicycle safety discussion agreed that bicycles should be enforced to not be on the sidewalks.

Bicycles are different than motorized vehicles, and the law should recognize this fact. The nature of riding a bicycle is to be exposed to the sights and sounds of the street, and are very aware of the immediate environment. Moreover, bicycling is human-powered and is traveling slower than vehicles. Coming to a complete stop is not always necessary when slowing down allows enough time to assess what is occurring at intersections. For these reasons, participants suggested that stop signs for cars should be changed to yields for cyclists. Red lights in some instances could be treated as stop signs for cyclists. Especially where intersections only have vehicular sensors to change lights, bicycles can be waiting for many minutes at an empty intersection for a light to change.

Many have experienced abuse from drivers, such as drivers aggressively following and verbally insulting cyclists. This should be illegal and enforced. The safety group suggested more severe punishments for motorists who hit cyclists. A suggestion was made for a database where cyclists can report bad driving behaviour, so that cyclists can be informed, and police can deal with repeat offenders. This issue also arose in the safety discussion: cyclists should be encouraged to report bad drivers' license plates to police. This could also be used by journalists to report on traffic conditions for cyclists at particular locations in the city.

Dude, don't steal my bike! what can be done?

- The City should convert sections of parking lots into bike locking compounds.
- More bicycle racks are needed, incentives should be given to businesses by the city.
- Bicycle locking compounds should be readily available
- Police need to take bike theft seriously
- Buy a good lock
- Educate cyclists on how to lock bicycles safely
- Post and ring locking system can be adopted from Toronto



Approximately 1,200 post and ring stands will be installed on [Toronto] sidewalks and boulevards this year. Installation will begin in the spring and continue into the fall. The stands are provided free of charge in response to requests received from businesses, residents and cyclists. The program is intended to provide public bicycle parking facilities at destinations that are regularly frequented by cyclists. Priority is given to locations where there are few suitable alternatives (parking meters, sign posts, etc.). Transportation Services staff perform site inspections at all requested locations. [photo courtesy of Richard Dioli]

http://toronto.ca/cycling/postandring.htm

Encouraging cycling: what can be done? by government, non-profits, schools, businesses

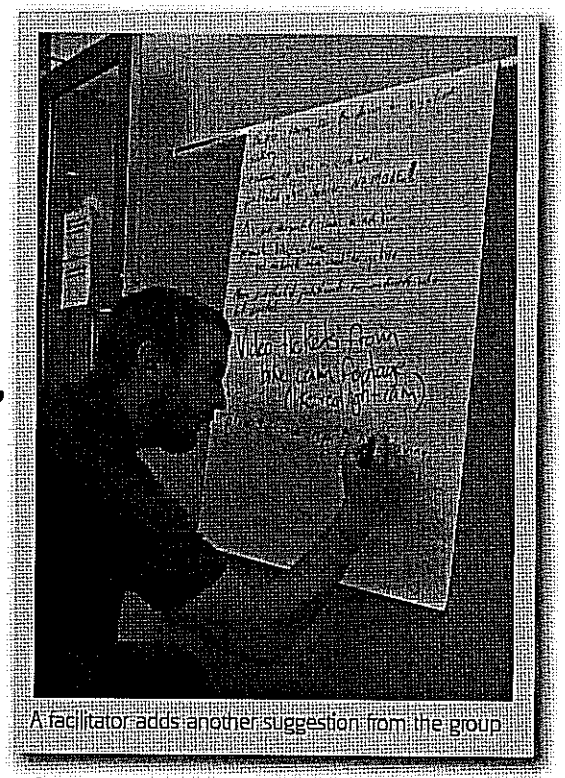
The most important thing that can be done to encourage cycling is to make it easier to do with proper infrastructure. Participants agreed that the City of Winnipeg and the Province of Manitoba must take cycling seriously as a mode of transportation; it is not just for recreation. Manitoba Public Insurance also has a role to play in encouraging safe cycling from a cost/benefit standpoint.

Encouragement for cycling could be built in the following ways:

- Incentives for cycling infrastructure such as safe locking locations and showers for workplaces.
- Infrastructure could be enforced through zoning approvals by the City. City planning should take cycling into consideration in neighbourhood planning processes to encourage more "liveable" communities
- Government policies at the municipal and provincial levels could offer tax incentives or disincentives to discourage vehicle use, and encourage cycling

Participants agreed that cycling needs to be celebrated as a healthy mode of transportation that builds community. As cycling is an extremely efficient use of human energy, it could be part of the provincial "spirited energy" campaign. The Arts community could be invited to expound on the virtues of cycling as integral to a more beautiful and intelligent future society. More public events such as "car free day" could be organized and supported to celebrate the bicycle, and cycling as the means to achieve an environmental, ethical, and healthy bottom line.

Capacity is needed in the community and in government to encourage cycling. This group discussed the need for a position at the City responsible for cycling, currently there is no such person. Support should also be continued and expanded for groups that encourage cycling, such as Resource Conservation Manitoba.


A facilitator adds another suggestion from the group

Listening to cyclists! How are we going to make cycling a priority at city hall?

This group addressed ways in which cyclists could bring the policy goals of this document into effect.

- A strong member-based advocacy group would help move forward the cyclists' agenda at city hall. Other cities could act as models for such a group, for example "Ottawa Citizens for Safe Cycling"
- This group should engage Winnipeggers who are afraid to cycle to speak up and voice their concerns
- This group could bridge the various cycling groups in the City and encourage information-sharing and communication
- The group could also advise City Hall on cycling policy through the creation of an elected committee representing cyclists
- City Hall, the mayor, and the Executive Policy Committee need to hire and dedicate staff specifically to work on cycling infrastructure so that this issue moves forward.
- Money needs to be earmarked specifically to cycling infrastructure
- Workshops for city staff planners could be organized on how to improve cycling and integrate it in city planning.

Engagement with individual politicians was also discussed. A report card could be issued on how bike-friendly candidate's policies are. An all-candidates debate on cycling could be organized. Other strategies included a phone-in campaign to the mayor and councillors asking for progress on the Active Transportation study. A challenge to the mayor to cycle down Pembina highway was another suggestion. Media attention and frequent cycling events are important.

Appendix A: City of Winnipeg Funding Cycling Infrastructure

The City of Winnipeg budget for cycling is primarily the "Pedestrian and Cycling Facilities capital works program budget"; other budget: the "riverbank greenway programs" formerly "Pathways"

The total Pedestrian and Cycling Facilities budget since 2002 is $710,000, broken down as follows:

2002: $110,000

2003: $0

2004: $100,000

2005: $300,000

2006: $200,000

Average: $177,000/year

The 2006 capital budget is $307,583,000, this means that **cycling is 0.0006%** of the City's capital budget

How is the $710,000 being spent? Cyclists must share this budget with pedestrian priorities. The recent September 12th announcement of allocation is as follows:

- $100,000 for 2.3km of trail to extend bikepath to Fort Whyte Centre
- $250,000 for sidewalk along Dugald Road
- $40,000 for 300m Bishop Grandin greenway
- $12,000 for Brunswick sidewalk

Total: $402,000, 35% on cycling

To be allocated: $306,000

The *only* commitment Sam Katz made in the last civic election on cycling:

> "Expanded pedestrian and bicycle-rollerblade paths with way-finding signage for visitors will link as many major attractions in the downtown as possible and provide "green paths" for people to make their way home after work or to access major public transit junctions."

The Future: 2007 - 2011

- In 2007, Winnipeg plans on spending $100,000 on the Pedestrian and Cycling Facilities Capital Works budget, and then nothing after this
- Winnipeg plans on spending $284 million 2007–2011 on roads and bridges, that is $47.3 million per year
- City plans on spending 1.2 million in 2007–2011 on greenways (including bike paths) $240,000/year
- Greenways are a priority for Sam Katz, other cycling infrastructure is not planned
- City has money: federal gas tax is "new" money: $100 million for Winnipeg 2006–2011, or $20 million per year

Appendix B: Discussion sub-topics

Several of these were amalgamated for the purposes of this document. For the record, the discussion topics were:

Time slot 1

- What is your vision for cycling in Winnipeg?
- Cycling on the roads and bike lanes: what is needed and where?
- Bike paths and trails: what are good ones, what is needed?
- Biking education for drivers and cyclists: what do people need to learn, how can it be delivered?
- Highway Traffic Act and policing cyclists: does the HTA need to change? How?
- Active Transportation Study: everything you wanted to know

Time slot 2

- What is your vision for cycling in Winnipeg?
- Dude, don't steal my bike! What can be done?
- Bike safety: how can it be promoted?
- Encouraging cycling: what can be done? by government, non-profits, schools, businesses
- Listening to cyclists! How are we going to make cycling a priority at city hall?



Appendix C: Highway Traffic Act excerpts

Definitions

"bicycle" means a device having any number of wheels upon which a person sits astride and which is propelled solely by human muscular power through the use of pedals.

"bicycle facility" means a bicycle path or any other area, other than a highway, which is designated for the passage of bicycles and upon which motor vehicles, other than those required for maintenance of the path or area, are prohibited.

"highway" means any place or way, including any structure forming part thereof, which or any part of which the public is ordinarily entitled or permitted to use for the passage of vehicles, with or without fee or charge therefore, and includes all the space between the boundary lines thereof; but does not include any area designed or intended, and primarily used, for the parking of vehicles and the necessary passageways thereon.

Division IV: Bicycles

General rules: bicycles and power-assisted bicycles 145(1) Except as otherwise provided in subsections (5) and (6), a person operating a bicycle or power-assisted bicycle on a highway or bicycle facility has the same rights and duties as a person driving a motor vehicle on a highway and shall obey all signs and traffic control devices, and all directions of a peace officer.

Operation next to curb 145(5) A person operating a bicycle or power-assisted bicycle on a highway shall operate it: (a) as closely as practicable to the right-hand edge or curb of the roadway, unless the highway is designated for traffic in one direction and has three or more traffic lanes; or (b) as closely as practicable to the right- or left-hand edge or curb of the roadway, if the highway is designated for traffic in one direction and has three or more traffic lanes.

Operation in single file 145(6) No person shall operate a bicycle or power-assisted bicycle on a highway beside a moped, mobility vehicle, bicycle or power-assisted bicycle that is operating in the same traffic lane.

Exception to subsections (5) and (6) 145(7) Subsections (5) and (6) do not apply when the person is: (a) making or attempting to make a turn on the highway; or (b) overtaking or passing a moped, mobility vehicle, bicycle or power-assisted bicycle.

Bicycles on sidewalks 145(8) Subject to subsection (9), no person shall operate on a sidewalk a bicycle with a rear wheel the diameter of which exceeds 410 mm. (16.4 inch diameter or a youth/adult bike)

