



c/o 3rd Floor 303 Portage Avenue
Winnipeg, Manitoba R3B 2B4
Fax. 942-4207

biketothefuture@gmail.com
www.biketothefuture.org

Green Party Responses to Bike to the Future Survey

Grade: A

Question 1: Support for Cycling as Transportation



Do you agree that increased use of bicycles as everyday transportation for work, shopping or other travel is desirable for environmental, health and/or economic reasons, and that the province of Manitoba should develop a provincial policy designed to promote and support the use of bicycles as transportation?

YES! The Manitoba Greens (many of us cyclists ourselves) are strong supporters of human-powered transportation options. Urban centres should be designed around four priorities: walking, cycling, public transit, and automobile, in that order. Given that Winnipeg is already designed primarily around automobile now, it is up to the provincial and civic governments to develop and implement a strategy to redesign our city to accommodate walking, cycling, and energy efficient rapid transit. The Manitoba Greens support a provincial policy to meet the objectives of safe, convenient, and desirable bicycle transportation in Manitoba.

Question 2: Provincial Bicycle Policy

Provincial and State bicycle policies generally include a number of elements such as:

- ***Reviewing and updating traffic legislation to ensure that it takes into account the needs of cyclists and the issues that arise when cyclists and motor vehicles are sharing the roads;***
- ***Developing standards for road and bridge construction and rehabilitation that ensure that it is practical and safe to ride bicycles on provincial roads;***
- ***Requiring municipal governments to have bicycle plans and that they incorporate appropriate design standards into road and bridge construction and rehabilitation;***
- ***Undertaking or funding public education for motorists and cyclists concerning safe driving and cycling practices;***
- ***Providing targeted funding, in cooperation with municipal governments, that supports the development of cycling infrastructure and is designed to make cycling safe and accessible;***
- ***Establishing standards concerning design of facilities and bicycles;***

- ***Supporting research on cycling so that the volume and characteristics of bicycle traffic can be identified and analyzed, causes of bicycle collisions and injuries can be identified and redressed, and potential and actual reductions in greenhouse gases and air pollutants resulting from increased bicycle traffic can be calculated;***
- ***Promoting the use of bicycles and other forms of active transportation through a public information campaign emphasizing the direct and indirect benefits of cycling to individuals, governments, the environment and the economy.***

If elected, will your party implement a provincial bicycle policy with some or all of the above components?

The Green Party of Manitoba would incorporate the elements of successful cycling policy listed above, without restricting it to bicycles alone: tricycles and quadcycles will likely have a place in a sustainable energy future, one that is not dependant on either fossil- or bio-fuels (both of which are destructive to the planet). We would seek to create Active Transportation Offices in all urban centres that are funded to coordinate input into active transportation policy and programs.

Specifically will your party implement:

- * *A public review of the Highway Traffic Act from the standpoint of cycling?*

An independent, randomly selected yet representative group of Manitobans would conduct the review to ensure it is democratic, independent, and non-partisan, and to bring in diverse perspectives and broaden understanding of transportation issues.

- * *Cycling-related standards for road and bridge construction?*

As a small party with no MLAs currently, it is difficult for us to say, but we would work with Manitobans to develop such standards and ensure that all human-powered forms of transportation are respected and rewarded for their beneficial effects on human and ecosystem health. Roads and bridges would have to accommodate these forms of transportation. The Greens also believe that road and bridge building should not be emphasized, and instead maintaining existing infrastructure in the face of peak oil and global warming will be a task enough in itself.

- * *Legislation requiring bike facilities in all road and bridge construction projects?*

Again, redesigning existing infrastructure would be our primary goal if in government, not new construction. However, any new construction deemed absolutely necessary would be required to accommodate human-powered transportation, unless there was some very good reason why this would be unpractical. Decisions on such matters should be in the hands of randomly selected citizens (as per above) not just politicians.

- * *Legislation requiring municipal governments to have bicycle policies?*

This would be part of an Green Communities re-design package put forward by a Green government that would seek to promote mixed-used neighbourhoods, urban agriculture & ecological sanitation (www.ecosanres.org), mass transit and

walkable/bikeable communities, pesticide and other toxic chemicals reduction (especially in places where children are), and strong support for community centres and community-based economics and democracy. Manitoba Greens, if elected (and even if not) will work towards greening our communities through dialogue, education, and legislation.

- * *Targeted funding to support the development of cycling infrastructure?*

Any legislation would have to be accompanied by supporting funding for developing sustainable cycling and mass transit infrastructure. Manitoba Greens are committed to developing a sustainable society and this includes supporting municipalities, individuals, and organizations (businesses, etc.) in transitioning to cycling supportive infrastructure and facilities (development requirements, etc.).

- * *Driver education programs for motorists and cyclists?*

A good way to do this might be to add a cycling component to driver licensing tests. For cyclists, barring the idea of licensing (which may not be out of the question) would be to develop a clear manual/guidebook to provincial legislation and policies regarding cycling. This could be modified to each municipality to include its bylaws, maps of the area routes, etc. Such a guidebook would be developed through the Active Transportation Office mentioned above.

- * *Research concerning cycling in Manitoba?*

This would be conducted through the Active Transportation Office, and could be based on requests received from citizens assemblies or individuals. Also, funding into independent research bodies (for example, the Centre for Sustainable Transportation at the University of Winnipeg) could and should be undertaken. Manitoba Greens would call on the government to fund a comprehensive, citizen-based, participatory research process to develop cycling and other sustainable transportation options

- * *Promotion of cycling as a means of transportation in Manitoba?*

The Active Transportation Office would work with non-governmental groups such as Bike to the Future, Manitoba Cycling Association, etc. to promote cycling as a clean and green form of transportation. One of our candidates is cycling around the entire riding of Minnedosa to promote the use of cycling.

- * *Other bicycle-related policies?*

Ensuring that all Manitobans have access to bicycles and other cycling equipment through Basic Income and targeted progressive funding to low income Manitobans would be part of a cycling promotion and green transportation strategy. Everyone should be able to bike to a sustainable future and enjoy it together.

Question 3: Measuring Progress

According to a 2004 City of Winnipeg survey, approximately 3% of Winnipeggers choose to commute to work by bicycle, and about one third of Winnipeggers travel to work by bicycle at least once a year. In addition, 40% of Winnipeggers would cycle to work more often if there was adequate cycling infrastructure. Other Canadian cities are doing better than Winnipeg, with 5% of commuters in Victoria

B.C. traveling by bicycle. Yet this pales in comparison with many northern European cities where extensive cycling facilities exist. In Amsterdam 28% of all trips are made by bicycle. In Copenhagen, 20% of all trips are made by bike. In Bremen Germany, 21% of all trips are made by bicycle.

If elected what would your goals be for cycling in Winnipeg and Manitoba, and how would you measure the success of your cycling policies?

The implied answer is percentage of trips and this makes sense as it is an objective indicator of the use of cycling. Additional indicators of success would be satisfaction of those cycling, number of cycling-related accidents and injuries (the lower the better of course!), bicycle ownership rates, percentage of roads and bridges accommodating bicycles, attitudes of motorists towards cyclists and vice-versa, and other indicators that could be developed through research and implemented in ongoing policy evaluation processes. The Greens would use a precautionary approach to all policy- and decision-making (monitor for problems, set goals for improvement, assess alternatives including no action, place burden of proof on proponents of existing or new policies/decisions, include affected parties at all stages of the process, and democratize the decision - e.g., using randomly selected citizens). This process can be found at www.sehn.org/precaution.

Other indicators of progress in cycling policy could be health outcomes, emissions (CO₂, NO_x, benzene, etc.) reductions, and ecological footprint of study area. All progress indicators would be based on the goals of the cycling policies, which would be set through broad consultation, inclusion, and empowerment of affected parties and general public.