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Liberal Responses to Bike to the Future Survey

Grade: D

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?

The Manitoba Liberal Party has committed its support to the promotion of bicycle use in several ways: firstly, as a part of the Healthy Living initiatives outlined in our “Six Lost Years” report on preventative healthcare and as an integral part of our “Smarter, Greener. Liveable Winnipeg” policy.

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? Specifically will your party implement:

- * ***A public review of the Highway Traffic Act from the standpoint of cycling?***
- * ***Cycling-related standards for road and bridge construction?***
- * ***Legislation requiring bike facilities in all road and bridge construction projects?***
- * ***Legislation requiring municipal governments to have bicycle policies?***
- * ***Targeted funding to support the development of cycling infrastructure?***
- * ***Driver education programs for motorists and cyclists?***
- * ***Research concerning cycling in Manitoba?***
- * ***Promotion of cycling as a means of transportation in Manitoba?***
- * ***Other bicycle-related policies?***

The challenge in answering your question is that if you hold a public review that the review would need to be empowered to develop its own suggestions not merely implement a preordained set of recommendations. Further, that any review would involve the municipal governments and stakeholders- such as yourselves. That having been said, we would expect any program to have targets, engage all users of roads, and that its recommendations be integrated into the overall infrastructure planning.

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 goal of any behavioural change is usually maximum compliance but a reasonable interim measure would be 5% by 2010.