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September 17-21, 2007
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Saturday, Sept. 22nd
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September 25, 2007
- i =bhN K U_ ' hc' GWcc' K YY_
October 1-5, 2007
- i K cf' X' FYWfX' K U_ ' 8Um
Wednesday, Oct. 3rd
- i Di [!]b' < nVf]X' 9' YVWf]W
J Y\]W' 7cbZYfYbW
November 1-2, 2007

Active & Green is brought to you by Resource Conservation Manitoba, a non-profit and non-governmental organization dedicated to sustainable living. RCM is also the organizer for the Commuter Challenge in Manitoba. Learn more about living sustainably and how to support RCM's activities at:

resourceconservation.mb.ca

Green Commuting Helpline:
(204) 925-3772



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by Terry Lowe

(Excerpted from *Momentum – The Magazine for Self-Propelled People*. Feb/March 2007, No. 26. Read the full article at: www.momentumplanet.ca)

A recent Statistics Canada survey tells us that people who commute by bike are the happiest of all commuters. We could have guessed that, of course; a surprising number of people tell us they would love to ride their bikes to work. Vi hZY']h]gi bgZY' c f]XY]b' cf bY hlc' hfUZ' Wgc' h' YmX' cN'; j Yb' & ZSS' UX]hcbU' WfgdY' nU' U' \h]b[' Zcf' already congested road space, this is hardly surprising. Better bike lanes might be the solution.

Statisticians count daily trips by bike as compared to people who drive their cars wherever they need to go and to those who walk, and express these as a percentage of the total daily trips taken. Vancouver's current rate of daily trips by bike is between three and four per cent. By North American standards, that's higher than average: most cities in Canada report a bit below two per cent. Victoria has the highest at around eight per cent.

Staff at Vancouver City Hall aspire to a target of 100,000 trips by 2010, which kcf_g' ci hlc' Uj YdY' Wb' H' H' hUhYbXZ' we now have bike routes where none existed before and small bike lanes are appearing on downtown streets. They consist of a 1.33 metre (52") wide lane XYUbYXVrUk \]h']bYdU]bhX' cb' h' Y pavement, wedged between parked WfgUbXa' cj]b[' hfUZ' W

(continued on page 4)

7]hm\]fYg' 5Wlj Y' HfUbgdcf hUh]cb' 7ccf X]bUhcf

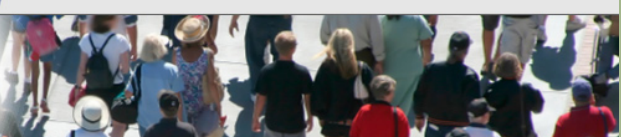
The City of Winnipeg has seconded Kevin Nixon, effective July 1, 2007, for two years from the Planning, Property and Development 8 YdUfa Ybhc' VWwa Yh Y7]hm]Ugi Active Transportation Coordinator. The position will be housed in the Public Works Department.

The hiring is a direct result of the implementation plan for the City's Active Transportation Study, which places top priority on:

- 1) Hiring a full-time AT Coordinator;
- 2) Forming an Active Transportation Advisory Committee;
- 3) Building awareness and providing an opportunity for public input; and
- 4) Developing a detailed action plan with timeframes.



Participate in Canada's effort to break the Guinness World Record for the largest number of people walking 1 km at the same time! For details, see: www.resourceconservation.mb.ca



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After coming second to Ottawa last year for communities in the 500,000-999,000 population category, Winnipeg has regained the National Commuter Challenge Champion title in 2007! For the Zi fh nYf'ci hcZ'Uj Yza cfY Winnipeg commuters cycled, walked, rode the bus, carpooled, telecommuted and used other forms of active transportation in this weeklong friendly competition than any other city in the same population category.

Manitoba overall had a strong showing with participation from 21 communities across the province.

Congratulations to everyone who participated in the 2007 Commuter Challenge!

Top Workplaces

3000+ employees
MTS Allstream - Winnipeg Province of Manitoba

1000-2999 employees
Winnipeg Taxation Centre Seven Oaks General Hospital

400-999 employees
7F5! K]bb]dY[HU Gfj]WgCZ'W Service Canada - Manitoba

200-399 employees
The Fairmont Winnipeg EISI

100-199 employees
Public Works and Government Services Canada Taylor McCaffrey LLP

50-99 employees
Parks Canada - Winnipeg - Western Canada Service Centre Statistics Canada - Winnipeg RO

20-49 employees
Mountain Equipment Co-op Taking Charge! Inc.

Commuter Challenge

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= 'j Yd fYhmVgYlc' a n'icZ'WUX=i g Un'X]j V'Vhk]h'hY7caai hf'7\U'Yb]Y=g'Uf'X fc'Y'VUX]b]lc'hYcZ'W'G]bW=i g Un'd]Wi dan'XU]\h'Uhg'Wc'k\B'N' Ub]g'Xkcf'z =X'X'X]c'[Y'h'Y]bj'c]Yk]h'7caai hf'7\U'Yb]Y'U'X'V]b] her roller-blades so she can experience an alternative to the usual B'W'c]b]N'h'Uhg'V'g]g'X'c'

5 Z'f']j]b] \Y'U'fc' Y'VUX'd]]n'U'V'h'Y'U'g'h'X'U'h'ca'Y f&_a'k]h'U) S' V'U'U'd'U'W'k'U'g'U'V]h'ai W'Z'=V'c]]h'Y' fc'Y'VUX'g'h'Y'g'W'X'U'f'i'G'Ya'U'X]h'U'Z'k'U'h'b' \Y'fc'Y'V' U'X'g'U'X'k'Y'k'U_ \X'h'Y'f'g'ic'Z'h'Y'k'U'h'i' =h'k'U'g'U'b]W'W'U'b]Y U'X]]Y'Y' g'g'a'Y'h'a'Y'c' b'c'm'U'W'c'h'Y'g'V'a' d'U'h'i

=j'N'Y]g'h'Y'X' \Y'U'g'U']b]X]]X'U'U'X'U'a']c]b]lc' 'd' \Y' _]ca' Y'g'Z'f' \Y' "5 h* n'U'f'g'c'X'g'Y'U'g'lc' W'c'b'Y'c'Z'h'Y' m'i b]Y' d'U'h]U'U'g']b]h'Y'7\U'Yb]Y

I thought it would be nice to encourage parents who normally drive h'Y'f' _]g'lc'g'W'c' #X'U'h'Y'f'c']Y'h'Y'f' W'X'Y'b]bj'c]j'X' =h'g'U]f'X'U'h'U'ic'g'N'X'g'a' Yei U]]m'i]h'a' Y'h'U'h]g'N'ig' Z'g'h'd'U'W']Y h'Y'X'U'g'bc'fa' U'n'U'f'Y'

=d'U'c'b'W'h'i]b] h'g'h'f'a']\d' h'h'Y'g' a'a'Y' " =h'g'g'a' Y'h]b] h'U'i=d'f'c'W'W'n'k'a' X'U'N'Y' h'c']\h'c'Z'h']b]k]h'a' h'h'Y'7caai hf'7\U'Yb]Y'f'h'U'g'f'



Employees from Public Works and Government Services Canada took their commute to the Red River on Monday, June 4th as part of the 2007 Challenge.

Dave Elmore gave Red Green a run for his money by jerryrigging a canoe trailer to transport his boat to the river. No duct tape on him!

For more pictures of bikes hard at work, see page 6.



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As part of International Trails Day events happening on June 2nd, Bike to the Future held a "Safety Jam" at The : cf_g'< ckUfXG_frdlbnzVhUyX75B!6=? 9`lbgfi Wwf and cycling enthusiast, presented on best practices when riding on Winnipeg's busy streets. Entertainment in the Ooneda Celebration Circle followed the Safety Jam.



6_L'hc'hAY: i hi fY'YX`lgUfgh5bbi U; YbYU'A Yfjb'`cb' May 10th and elected a board of Directors. The commuter cycling advocacy group has also started selling memberships: \$5 student/low income, \$10 individual, \$20 family, or \$40 for organizations. Find a membership form and updates on BTTF's activities at: www.biketothefuture.org.

I`cZ`K`9l d'cfYg' 6_L' GhUjcb

The University of Winnipeg's Sustainable Transportation Working Group is exploring the possibility of a bike station at the campus to promote and support the use of active transportation by students and staff. This



type of infrastructure often includes: secure bike parking, showers, lockers, change rooms, bike rentals and repairs, among other options such as retail sales and carsharing programs.

Examples include McDonald's Cycle Center in Chicago (right) and Seattle's Bikestation.



Stay tuned as this story develops!

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How safe are those bike lanes? We don't know: there's no data yet. They don't look very safe and they don't feel very safe. The problem is that they're built right where a parked car's door can suddenly swing open possibly causing a cyclist to crash into it, or – much worse – be knocked off hAYV`YUbx`|bc`cbWa`|b|`hFUZWA`cfYc`Yfzh`YFYU`YbN`UbnrfUZWuk`gUXX`Ygg|`h`Ya`nY`K`Y`_bck`Z`ca`'8`U`|X` Hay's Legislative Slumber article in momentum 24 that there is no mention of bike lanes in the BC Motor Vehicles Act.

When asked about liability, ICBC carefully stated that while they obviously prefer to investigate on a case-by-case basis, in general they would probably rule that if a car driver is intruding on a bike lane and causing a car/bicycle accident, that car driver would be found liable.

In European cities, bike lanes are often entirely separated Zca`hFUZWn`WVg`UbXVc``UfXg`-b`gca`Yd`UWg`bchU`m` Berlin, they run along extended-width sidewalks attached to, but separated from, the pedestrian sidewalk. The bike lanes have differently coloured pavement, ramped entrances, their

European countries that spend the most on cycling infrastructure have the highest daily
hfd`Vn`|`Yd`VWU`Yg`UbX`h`Y`ck`Y`g`i`a`Vf`
cZ`|`b`f`|`g`d`ZU`|`h`Y`g`

ckb`g|`bU`YUbxI`|b`gca`YWgYgI`h`Yf`ck`b`hFUZW`|`|`g`-b`UXX`|`cb`hc`V`|b|`dfch`W`X`Z`ca`hFUZW`h`Yn`l`FYU`g`V`j`YfX`Vn`Y`|`g`U`|`cb`z`k`|`J`W`V`U`f`m`X`U`b`Y`g`h`Y`f`|`|`|`g`U`b`X` responsibilities of those using them.

Some studies have suggested that separated bike lanes are, in ZUW`a`cfY`X`U`b`|`Y`f`ci`g`Z`f`V`|`Y`f`|`X`Y`g`h`U`b`|`g`f`|`X`|`b`|`hFUZW` In fact, the debate about this is endless. Disagreements occur for two reasons:

- 1) Most of these studies are not statistically valid since they use very small sample rates. Most of them also ignore the needs of novice riders.
- 2) Most come from the United States and, as such, are statistically questionable. Out of 11 countries* studied in valid research, the United States spends the least amount per capita on cycling infrastructure, has the lowest daily trip by bike percentage and has the highest number of cyclist injuries or fatalities. In that country, it seems, cycling anywhere except in parks is dangerous.

European countries that spend the most on cycling infrastructure have the highest daily trip by bike percentages

and the lowest number of injuries or fatalities. There, the governments began planning for urban cyclists in the 1970s and the results achieved are dramatic: as high as 32 per cent daily in the Netherlands. Children are required to take bike safety training as a part of their curriculum, since most of them ride their bikes to and from school. A special bike sticker from a police inspector shows they have passed the test.



Bike lane in Berlin, Germany (www.momentumplanet.ca)

The European cities also implement user-pay policies on private auto use. Many cities have congestion pricing where drivers must pay a toll to enter the downtown core during rush hours. Many have pedestrian-only streets and all have better and more heavily used public transit. Additionally, gasoline is not subsidized to keep prices

Who is going to pay for all these bike lanes, then? Who pays for the roads now?

The costs associated with building and maintaining inter-city highways is borne mostly by those who use them, that is, by the motorists and truckers themselves. The government got that right and balances the mixture of user fees and tax allocations fairly and properly for highways. And their

Within the cities, though, it's a different story: Here, the costs for local roadways are derived mainly from local taxes, with few user fees applied. These costs are skewed to favour motorized transport.

zoning bylaws requiring that parking be provided for their vehicles. As such, it's hardly surprising that so many drivers believe the road is there for them alone. That belief is conditioned and reinforced by an urban environment that is overwhelmingly designed to accommodate cars rather than people.

Some commentators claim that European cycling infrastructure wouldn't work in North American cities, for several reasons.

First: our cities are much larger and less dense than theirs; we have a lot more sprawl. That is a suburban problem (one of many) and should be addressed by the suburban municipalities. Some are beginning to do so.

Second: downtown real estate costs too much to waste on bike lanes. If that's true, it also costs too much to waste on parking lots. Roads and parking already take up 30 per cent of urban real estate and, as noted above, the motorists are not paying their fair share. This space needs to be reclaimed and redistributed fairly.

Both of these arguments are short-sighted. The European cities mentioned here have 30+ years of experience building such infrastructure, testing it, and seeing what works and what doesn't. They have already solved most of the inherent problems. They have provided safe and usable bike lanes into and throughout their central cities and as a result, people use them.

Of the cities studied, Copenhagen seems to have the wisest approach. Each year, two to three per cent of car parking is removed from the central city and redistributed to cyclists and pedestrians.

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Mobile Bike Repairs

Need bike repairs or a tune-up but don't want to haul your bike into the shop? Check out the mobile services provided by Christopher Reid at www.continualcycles.com or call 237-5150.

Neighbourhood Cycling Groups

Two neighbourhood commuter cycling groups are already formed and actively working on cycling issues in their areas of the city. To learn more about the West Central Commuter Cycling Group, the North Winnipeg Commuter Cyclists, or about starting a group in your end of town, check out www.onegreencity.com.

This website, created by Anders Swanson, is a wealth of information on cycling in Winnipeg.

Bike Route Finder

Looking for decent cycling routes in a city or country where you've never travelled before? Check out www.bikely.com, an online source of bike trails, paths and routes submitted by cyclists in over 40 countries.



