

## **Cycling in Winnipeg**

### **City of Winnipeg Council and Mayoral Candidate Questionnaire**

#### **Candidates responses**

27 of 47 candidates responded

## **Marianne Cerilli – Mayoral candidate**

Thanks for your work to make active commuting an issue for the public and candidates in this civic election. Your creative approach has been both successful and fun.

### **Question 1:**

Yes I support the Active Transportation Study Recommendations and objectives, and yes I will support and promote significant and sustained funding to advance and achieve these goals beginning in the 2007 budget. I think that starting with the structures like the committee to advise EPC is a good place to begin.

I have announced a Sustainable Winnipeg Council to develop and oversee the implementation of a sustainable development action plan for the city involving community groups, NGOs, governments, public agencies and the private sector. These committees would have to be linked.

We also announced a task force to examine how Winnipeg should be preparing for a future with reduced availability of petroleum fuel. As you know this would demand a city with greater density, less reliance on cars and improved infrastructure to support public transportation as well as cycling, walking etc.

The marking of bike lanes on our particularly wide streets seems like an easy and inexpensive start. Getting the sewers grates and potholes leveled in the curb lanes would be an ongoing priority.

Getting the existing no-car street closures respected on streets like Wolseley is another pet peeve.

These would need to be coordinated by our new Active Transportation Coordinator. My record of working to promote physical activity, trails and green space as well as the cycling lane infrastructure (when Regent was widened) as a MLA, community activist and physical education professional speaks to my commitment to these issues.

### **Question 2:**

The principle of 2.8% of the Streets and Bridges budget dedicated to cycling routes and other facilities to match cycling demand sounds like a fair approach, however our support for active commuting is so far behind that a larger one-time start-up grant that would be matched by other levels of government is warranted.

There is also the issue of the action plan to meet Canada's target of increasing physical activity by 10% by the year 2010. Active commuting and the infrastructure to support it must be one of the strategies, along with health funds into our aging recreation facilities. These must be a priority for the other levels of government as well.

This approach would reduce health care treatment costs, and likely save in other expenditures areas as well. The funding must go to the planning department, particularly to work with traffic engineers, as well as to the capital budget and other budget areas as well.

Because of my history of an activist I understand how governments can work with community groups like yours to build public support for new spending on priorities such as these.

### **Question 3:**

Ensuring full cost accounting and impact assessments of developments, like new subdivisions, is a priority of my platform and a vision of a sustainable Winnipeg. Much of the City of Winnipeg's revenue shortfall problems and crumbling infrastructure problem can be traced to poor urban planning, designed only for cars, that is low density sprawl, then trying to service that urban area, which is twice any other city in Canada per person.

We are a slow growth city without the population and tax base to support the footprint of Winnipeg currently has. This is becoming a competitive disadvantage. Our campaign announced a new by-law to ensure new developments have impact assessments particularly before any land or subsidies are voted on. The full accounting of costs and impacts should of course be made available in an accessible format to the public.

For years, since I was the Opposition Environment Critic, I have been advocating for changes to the Environment Act to classify housing sub-divisions as class three developments under the Act because class three developments require a full CEC Hearing. It does not make sense that a bridge or a building has to have a full Environment Impact Assessment and a subdivision of hundreds of acres and thousands of homes does not. A Provincial Government serious about its Kyoto commitments would do this. If this were in place we would not have Waverley West or if we did, not as it now stands, with

Smart Growth or Smart Suburb design uncertain. These strategies would go hand in hand with by-laws requiring mixed use, higher density housing would also support a better public transit system and rapid transit that would parallel cycling amenities.

**Question 4:**

I would support making active commuting, including by bike, part of our Winnipeg in Motion Strategy commitments to get 10% more Winnipeggers active by 2010.

Strategies to curb bike theft, like lock compounds and more lock stands could be part of a safety strategy. The learn to ride safely programs for primary school kids must be part of the recreation program in partnership with schools, community clubs and other programs. Promoting cycling clubs like Kids of Mud started in Wolseley through support by our City Recreation division. The walking school bus program coordinated through Resource Conservation Manitoba could be duplicated for cycling for students and workers to walk or ride. Community clubs could host neighbourhood cycling clubs or networks so people get to know other cyclists in their neighbourhoods. The Commuter Challenge should be expanded to bus and cycling as the no-car day run on Sept 22/06.

If I were the Mayor I would work to make Winnipeg the most active city in Canada, we would improve our health stats related to stress and a sedentary life style, and we would save health care treatment costs. There are not many Physical Education grads running cities. Winnipeg could be a first. I already ensure urban design for active commuting is part of the curriculum in the Health courses that I teach and design at our universities.

Thanks again for your commitment to making Winnipeg an active and safe cycling city. Congratulations on your excellent work.

## **Kaj Hasselriis – Mayoral candidate**

### **Question 1:**

I wholeheartedly agree with all of your listed goals. In fact, I have already promised to hire a permanent advocate for alternative transportation, and to establish a civic committee dedicated to the issue. In terms of building public awareness of cycling issues, I feel very strongly that I've been doing that ever since I participated in my first Critical Mass bike ride, back in 2001. I got hyper-involved in the movement for better cycling infrastructure in 2004 when I led the coalition to save the cycling-friendly Bus Rapid Transit plans. Recently, I spoke out at an Executive Policy Committee meeting in favour of creating a reserve fund for new bus and bike corridors, but the mayor's cabinet voted it down. That won't happen if I'm mayor in 2007. We've waited long enough for city-wide cycling infrastructure, particularly for commuters. It's time for action.

### **Question 2:**

I'm more than willing to allow at least 2.8% of the city's infrastructure budget to go towards cycling routes and facilities. All new roads and bridges must have cycling lanes, and we need to connect all existing cycling paths. We also need to build dedicated cycling corridors, and encourage all new developments to have proper storage and parking facilities for bikes. The construction of shower facilities will also be encouraged, so that sweaty summer-time cyclists aren't too distracting for their co-workers.

### **Question 3:**

If I'm elected on October 25, there will be two full-time advocates for cyclists at City Hall -- the expert we hire to steer alternative transportation policy at all planning meetings, and the mayor himself. Under my watch, no new suburbs, streets or bridges will be built without corresponding bike lanes. And I'm going to do everything I can to paint bike lanes on existing thoroughfares, too -- especially the widest ones, like Pembina Highway.

### **Question 4:**

There are many people who want to commute to school and work by bike, but don't feel safe doing it. The first step is to create safe cycling infrastructure -- everything from cycling lanes to cycling corridors. Only when the infrastructure is in place can the city start to tout cycling as a safe, healthy lifestyle, because only then will citizens believe it.

## **Sam Katz – Mayoral candidate**

### **Question 1:**

I am fully committed to the objective of making Winnipeg more bicycle friendly to encourage safe and greater use of cycle commuting. Having said this, I am not entirely convinced we need to hire more civic staff or create a committee to address the issue. I will remain open minded to both of those options, but will need to be convinced that investing in those things would actually make a difference in our cycling pathways. My greatest priority is to see more pathways built.

What I will deliver is an active transportation pathway from the downtown 6.7 [km] northeast along the former Marconi rail-line. I am also very confident that a pathway south from the downtown, that when fully developed will link to the University of Manitoba, Fort Garry campus, is achievable in the near future.

I have also announced my intentions earlier this month to have all development agreements for the construction of new neighbourhoods, include a provision for mandatory bicycle pathways to be created.

### **Question 2:**

The budget for cycling facilities in our City must be increased. I can tell you that I will support an increase in our 2007 budget, but additionally, I can tell you that civic officials are actively pursuing agreement by local organizations to bring other funds to our Marconi Line pathway. Much as funds from land developers will be used to build pathways in new neighbourhoods like Waverly West, funding from other groups is also part of our strategy.

### **Question 3:**

I support provision being made in construction of new roads and bridges for cycling as well as my commitment to have pathways built into plans for all new neighbourhoods development as the cost of the land developers.

### **Question 4:**

I cannot support the use of civic funds for education and promotion at this time when our scarce funds are better put to use in making actual pathways for citizens to use.

## **Livio Ciaralli – Charleswood - Tuxedo**

### **Question 1:**

- 1) We have enough experts working for the City, I'm sure once we identify the requirements they could be implemented.
- 2) I am against EPC but if you are talking about a committee addressing Council, sure I'm for it.
- 3) Information is always a good thing.
- 4) Definitely. - see question / answer 2

### **Question 2:**

Before I would consider any funding I would want my vision of Strong Healthy Vibrant Communities addressed. That being said, I would seek more funding once ( see answer 1 - 4 ) a plan is developed.

### **Question 3:**

You would have to mandate the " cycle path " issue. If the "plan" that is developed makes this a primary goal, and the issue is discussed and agreed upon .... so be it, and let it be done.

### **Question 4:**

My focus is on Empowering my Community. I have no program ideas for cycling at the moment, but, I'm always open to new ideas and plans of action. The City needs to decide how it is evolving, as one vote in council, my vote will always be for a more populated downtown. This entails many things but as a cyclist, being able to commute most anywhere in the Core would be attractive. Much needs to be done. Many ego's need to be put aside.

## **Bill Clement – Charleswood - Tuxedo**

### **Question 1:**

Yes, I support section 8. I support the idea of having a Transportation Coordinator. In fact, I believe the person best suited for this position is Roman Manastersky who authored the report.

An Active Transportation Committee could report to Executive Policy Committee or it could report to the Public Works Committee.

I believe that the Active Transportation Committee could be provided money to create awareness with all of our citizens about bicycle commuting, where we currently have bicycle paths and finally about the etiquette of the road.

A detailed action plan is a good idea. I do not know how long it will take to properly do this, but I believe you take the time to build a strong basis for your ideas and that you can properly set time frames.

### **Question 2:**

First of all your number is not accurate. The city budgeted \$300,000 in 2006. I know that because I argued for the increase.

I will also pursue additional money in future budgets, however your 2.8% is unlikely. The 2.8% of Winnipeggers who bicycle also participate in other activities. Certainly some of your 2.8% swim in our pools, play baseball or maybe Ultimate Frisbee, etc. so your 2.8% position is weak.

While I am sure you understand the reality of what I have written, I would like to point out that in 2004 I provided \$110,000 to build a bicycle path/walkway from Whyte Ridge into the Fort Whyte Nature Centre. I also provided the Fort Whyte Nature Centre with \$50,000 this year, from a development agreement to help them build a pathway from their main building North to Sterling Lyon Parkway in 2007. I also fought for the \$275,000 to build the bicycle path along Sterling Lyon parkway from Kenaston to Shaftesbury that was built this year.

A further expenditure of \$229,000 (100,000) from the \$300,000 budgeted, was spent this year to build another trail system from Grant Ave., through the forest to Taylor Ave. and also to Wilkes Ave.

The above paths will allow my Whyte Ridge and South Tuxedo residents to bike to the Zoo and beyond in 2007.

That is \$514,000 plus the \$50,000 that have been spent on trails recently above and beyond the \$300,000 that was budgeted. The other money came from Land Dedication monies which are for recreation. I believe that the above information proves that I support these activities. In fact, I believe that I have provided more money for trail systems than all of my colleagues combined.

I also provided the money to purchase the balance of the Harte Trail (\$65,000) from Harvey Street to Elmhurst Road. Subsequently, I have helped with Friends of the Harte Trail with funds to upgrade their trail.

### **Question 3:**

I like this idea for the future. I believe the curb lanes could be moved closer to the side walks, which would widen the roadway and create a bicycle lane system by painting a white line between the curb lane and the bicycle lane.

I recently asked for a report on a sidewalk project along McGillivray Blvd. from Columbia to Brady Road. I have heard of side walks in Holland where pedestrians and cyclists share the walkway. You paint a line down the middle and you put bicycle icons on one side and pedestrian icons on the other. I would like to build this pilot project in 2007.

I believe I have already been working to address the future facilities. Waverly West will definitely be designed with bicycle facilities that will link my constituency out to LaBarriere Park.

### **Question 4:**

I believe I have answered much of this, however there are some things we could do in the short term.

I have two other projects I would like to build, which will completely link my constituency with trails. I am also prepared to support painting a white line, three feet from the curb on regional streets to identify a bike lane. I think that by painting the line it will create bicycle awareness for vehicle drivers. I believe we could try this in a few places to see how it works without having to spend a lot of money.

## **Jae Eadie – St James - Brooklands**

### **Question 1:**

I have supported the principles of the Active Transportation Study report and am prepared to consider ways and means of implementing them in future budgets when funding can be made available. I cannot give any firm commitment at this date to providing "significant and sustained funding" when at present I don't know how much that funding is. My priorities are increasing our investment in street renewals and in public safety initiatives without raising property taxes and within a balanced budget framework. I am always prepared to consider more funding for cycling initiatives as long as the above priorities are not compromised.

### **Question 2:**

The City was able to find some room in its 2006 budget (which I supported) to address cycling issues. I am certainly prepared to look at providing additional funding for cycling initiatives in future budgets, so long as the priorities for increased investment in street renewals and in public safety initiatives are not compromised.

### **Question 3:**

If it hasn't already been done, a simple directive from the Mayor/Executive Policy Committee to the Chief Administrative Officer to include cycling needs in future transportation and other development planning would be all that would be required to make this happen. I would certainly encourage that such a directive be issued if re-elected.

**Question 4:** Responded to in Question 1.

## **Scott Fielding – St James - Brooklands**

### **Question 1:**

I am an avid cyclist and wish the City of Winnipeg had a better system of bike trails and lanes. I support ensuring that future construction projects take the needs of cyclists into consideration. However, I do have concerns with creating a whole new "bike bureaucracy" at City Hall. If elected, I pledge to meet regularly with organizations such as yours so that I am aware of cyclists concerns..

### **Question 2:**

I do not believe Winnipeg is in a position to dedicate 2.8% towards bicycle lanes and paths. We have a huge infrastructure deficit in Winnipeg, so I don't believe 2.8% is feasible at this time. However, I do support the creation of new bike trails and improving existing ones. Any new projects will have to be balanced with other spending needs.

### **Question 3:**

Like your question said, the needs of cyclers need to be integrated >in the planning of all future road construction projects on a project by project basis.

### **Question 4:**

I think the City of Winnipeg could work with the private sector to increase the number of bike racks. Together, they could place more bike racks with advertisements around town to encourage cycling.

## **Constance Menzies, Winnipeg Green Party – St James - Brooklands**

**Question 1:** Yes.

**Question 2:** Yes.

**Question 3:**

Make support for cycling a City policy which must be followed by the Transportation and Planning departments.

**Question 4:**

- make bike racks a requirement when issuing commercial building permits
- increase the number of public bike racks
- have more bike-only routes on Sundays, and enforce these
- public education
- create designated bike-only lanes and more bike paths

## **Fred Morris – St James - Brooklands**

It is with pleasure that I answer your questionnaire.

**Question 1:**

I support these objectives. The Active Transportation Committee should probably report directly to the Public Works Committee.

**Question 2:**

I would support a reasonable increase for cycling routes and facilities. We must work on a system of priorities similar to the way we maintain our roads. It is difficult to attach a percentage. If we rebuild a quiet residential street eg. Douglas Park Road, what percentage of the cost benefits motorists and what percentage benefits cyclists?

**Question 3:**

We should ensure that all new studies and street construction consider cycling. We tend to develop first before we worry about the road system eg. Polo Park, and Kenaston and Mc Gillivray. We must show some vision in the reuse of abandoned rail lines.

**Question 4:**

We must promote safety. We should examine night cycling, winter cycling, public awareness in the rules of the road, discuss possible necessary changes in these rules, and debate the need for safety equipment. We should encourage public places to provide parking for bicycles. In the long term, it should be easier than providing parking for vehicles. The main post office already has these facilities. Please phone if you have any questions.

## **Don Salter – Daniel Macintyre**

**Question 1:** I do support these objectives and would desire to play a key role at City Hall in implementing them.

**Question 2:** Yes, at least 2.8% if not more.

**Question 3:**

I will work with both City Hall and the Manitoba Cycling Association to lobby for cyclists (and pedestrians) to have a say in proposed street changes. If we wish to promote cycling as a desirable alternative to the car, we should take a serious approach to ensuring cyclists have a say.

**Question 4:**

I agree with the short term solutions of painted bike lanes, as well, I would like to see a private, public partnership occur between the city and private parking to provide a centralized bike cage downtown for cyclists to park their bike safely who work downtown.

## **Harvey Smith – Daniel Macintyre**

**Question 1:**

Yes I support all of these objectives. I will do everything that I can, starting immediately after Oct 25th. But I don't want to do everything in isolation. I would want to meet with members of your group to devise a detail action plan.

**Question 2:**

Yes, I would "support dedicating at least 2.8 % of the city's budget for street and bridges to the creation maintenance of on-the-road commuter cycling routes and other cycling facilities".

**Question 3:**

First of all, I will read the Traffic Impact Studies and the material on all developments that affect bicycling. I believe that when we build new roads, we should have one section for bicycle riders to use. I believed roads should be built so that cars can not interact with bicycles.

**Question 4:**

You should gather the idea that I am friendly toward developing policies to encourage more bicycling, commuting and recreational use throughout Winnipeg. However, I need to look at what other cities programs are to promote bicycling. For example, we should look at the "Bike Smart Program" that Victoria has in their schools

## **Trudy Turner – Daniel Macintyre**

### **Question 1:**

I support the objectives above. I believe we have enough staffing within the City's Planning Department to dedicate one person as the Active Transportation Coordinator and this person could be responsible for organizing and participating in the Active Transportation Committee (ATC). In addition, I believe this committee should look at all active transportation including roller blades, skateboards, etc. The ATC would work with the city's communication department to design a public awareness campaign and hold regular public forums to garner as much input from the public as possible. The ATC would develop the action plan and associated timeline to ensure success of the program.

### **Question 2:**

While I agree that an increase in funding towards cycling and cycling related infrastructure is needed, I do not think it is feasible to increase the budget for cycling by 900% in one year. I would be prepared to review the budget with an eye to providing an increase that would result in significant progress in the addition of bike paths, routes, transit bike racks and cycle parking facilities".

### **Question 3:**

I fully support the creation of bicycle friendly streets on new construction. The key to ensuring this happens is effective planning and resource allocation. I would work to create policy that would ensure that the needs of cyclists and others are considered in all future road construction, street changes, and new developments and that budgets include allowances for the bike-friendly changes required to existing construction practices.

### **Question 4:**

Public education is crucial to successfully promoting bicycle commuting. I would allocate a fund to the Active Transportation Committee that would ensure that the public is educated about the benefits of cycling, safe-cycling rules for both cyclists and vehicle drivers, and the correct use of diamond lanes. I would work to ensure that existing diamond lanes are enforced, and include an incentive program for businesses to place more bike racks in front of their premises.

## **Jenny Gerbasi – Fort Rouge-East Fort Garry**

### **Question 1:**

Yes I fully support these objectives. The Standing Committee I was on voted to hire an Active Transportation Coordinator this year but this was not supported by Executive Policy Committee. We need that kind of administrative leadership and coordination to really move this issue forward in a meaningful way which includes putting it into budgets and creating detailed plans. I have noticed an increased focus on bike paths and recreational trails but little understanding of the problem with commuting by bicycle in Winnipeg.

### **Question 2:**

My position has been consistent in that I believe that there should be a higher ration of our capital budget spent on transit and active transportation. I heard straight from the Public Works department during the last Plan Winnipeg review process that they believed that it should be about 80/20 between streets and transit/active transportation. I agree with this! A portion of that 20%...certainly 2.8 % should go to cycling facilities.

### **Question 3:**

I believe we should make this approach to cycling infrastructure part of Plan Winnipeg which we are scheduled to review in the next year. It should also be included in all city plans, from Plan Winnipeg down to each neighborhood or secondary plan. I would support policy changes that emphasized cycling impacts and would support these ideas being brought to the Standing Policy Committee on Infrastructure and Public Works and to Executive Policy Committee and Council.

### **Question 4:**

I believe we need that Active Transportation Coordinator position in place as soon as possible and I would have them develop programs to promote active transportation/cycling. I would also point out that until we have decent infrastructure it is hard to promote cycling as many people feel it is unsafe. I also think we should do more to promote carpooling and public transit at the same time.

## **Jennifer Zyla – River Heights**

### **Question 1:**

Overall, I support the objectives.

Public education of motorists, cyclists and pedestrians is the highest and most immediate priority. I would look towards funding for this objective beginning with the 2007 budget.

An action plan for active transportation should be developed. This would include public forums and input from groups such as Bike to the Future.

The city should dedicate an Active Transportation Coordinator to advocate for active transportation across departments.

A separate council committee should not be necessary at this time. The existing public works committee should be directed to develop a strategy for active transportation in all future road renewal and development proposals.

### **Question 2:**

I would not set a fixed percentage at this time as it may be too low for certain projects.

I would recommend instead that all major street renewal programs include an active transportation strategy to ensure a program of continuous improvement for cycling facilities as infrastructure is renewed and new development plans (Waverly West etc) are developed.

### **Question 3:**

The city should mandate that all future traffic impact studies, street renewal projects and new development proposals include an active transportation strategy.

### **Question 4:**

Develop an education program to reinforce benefits of active transportation(physical, mental and environmental) and include education for motorists cyclists and pedestrians on road and trail sharing.

## **Dave Danyluk, Winnipeg Green Party – Elmwood - East Kildonan**

### **Question 1:**

The reality is that for cycling to become a priority in the organizational behaviour of the planning and streets department, they must lead by example. These city staff, (and others that are related from time to time like bridge engineers who seem to be oblivious to cyclists when they design bridges), must have their improvements to cycle routes not only defended but championed by council (me as a council in particular) when it comes to budget and priorities. An improved standard of roads with cycling planned and designed as part of the infrastructure (not added piecemeal later) is required. A successful model (a full cycling route, such as one linking U of W and U of M with connecting spurs, for example) must be done as it can demonstrate what will be the rule throughout the city. Another priority is to have formal cycle paths/lanes and routes around and connecting to elementary schools as an early step. This will be done with schools, parents and students with city staff at their service and as advisors. This will create a generation of citizens (and parents) that are accustomed to regular cycling as a means of commuting. Junior High and Secondary high schools will design and create their own cycle-route plans soon after. Linking them to the collector streets and arteries will be a natural next step. The Winnipeg Green Party platform already commits to an active transportation coordinator – this would imply the necessary resources to make the position effective not merely token.

### **Question 2:**

I would agree to this as baseline of funding, if it were increased annually as ridership goes up.

### **Question 3:**

I sat on a steering committee for a transportation study addressing the transportation needs of royalwoods phase II. (St. Vital Sprawl) I was shocked that the head of planning, streets, bridges etc all consented to a study that did not consider transit or cycling at all!!! This is pervasive and a terrible and clear message that is sent throughout their departments, to decision makers at all levels. "When we plan subdivisions we are planning for motorist, period." This will most certainly be changed with a clear demand from council (or me as a councillor) for cycling and transit to be considered as paramount. Formal cycle-routes linking to bus stops/routes with secure bike racks is a simple and inexpensive way to improve ridership and promote cycling in addition to longer routes.

### **Question 4:**

In addition to above, supporting school-level bike trips to city recreational areas is a great plan. Schools need to have a fleet of bicycles for these trips. This can be a program where use, maintenance and care for bikes can be part of the curriculum, like band or sports. Schools can have challenges where they commute to school. All staff and students are challenged to not drive or use a school bus for some days or weeks. Parks could be closed for some days where only bikes and other similar transportation is allowed to enter. City streets (a full lane) could be closed (like run-for-the-cure and marathons) and we can declare a formal cycle route for the weekend or week. These would be rotating routes and would engage cyclist from around the city as well as the residents who would be 'hosting' the route. Painting the streets for the event would be one part which would linger afterwards reminding motorists and cyclists of the space considered to be priority for cyclists.

### **Summary:**

To sum up I see the city as key in supporting the growth and development of alternative transportation like cycling. It should do so with a clear mandate from council and mayor declaring its support for it in planning and design for city works, adopting a comprehensive plan and creating the staff positions with resources that are required, to act with timelines. It must be: reflected in the new infrastructure and improvements to infrastructure from the planning, design and building of infrastructure, a city-wide cycling transportation plan should be pursued from the neighbourhood level up, cycling should be supported with partnerships with schools and cyclists themselves where the city promotes activities and events.

Please see the attached photo images that demonstrate the type or style of mixed transportation (transit, vehicle and cycle).

Sorry if my replies are too long I only have a little time to answer and do not want to do it late. I am doing my masters in city planning and believe me cycling is the future! Thanks for supporting cycling in our city!!!

## **Lillian Thomas – Elmwood - East Kildonan**

### **Question 1:**

Yes, the goals are there. Unless we back them with money they are merely pipedreams. It can be done within the 2007 budget.

### **Question 2:**

I would be willing to dedicate \$1M to infrastructure renewal and expansion and another \$1M to operational initiatives described in Question 1.

### **Question 3:**

Make it city council policy and any future reports and/or documents must include addressing these impacts.

### **Question 4:**

- More diamond lanes downtown
- More bike racks downtown

In my "Welcome Wagon" package to new residents, I always... {remainder has been cut off during fax transmission}

## **Mark Lubosch – North Kildonan**

**Question 1:** Yes.

**Question 2:** Yes.

The answers to your other questions reside in Council putting its money where its mouth is. If it is a priority, then community/stakeholder consultation and an appropriate budget to do the work is required for bike paths and alternative/active commuting and recreational routes to succeed.

## **James Viehweg – North Kildonan**

I support any notion of encouraging the usage of Bikes for commuting. Especially coming from an area where traffic congestion is the biggest issue. I have wanted to turn the land along gateway into a bike trail for years, it is great that now it is finally being done. I agree that construction of new non residential streets should be created with bikes in mind. This could be as simple as an extra wide side walk with half of it painted with traffic lines meant for bikes, or wide shoulders that are paved along these new routes. I do favour increased spending on bike programs, however i do agree with what many of my constituents have commented on. What these comments are, are based on the idea of requiring licencing of bikes. Even the avid riders I have spoken to believe that it is important for all bikes to be registered and insured. This will cover accidents with regular traffic including liabilities, much like autopac. Also the fees from these licences will help pay for new paths and the upkeep of these paths. Many motorists feel that this is the only fair way to do it as currently cyclists do not contribute to the upkeep of roads.

## **Steve Smith, Winnipeg Green Party – Transcona**

**Question 1:** Yes.

**Question 2:** Yes.

**Question 3:**

Make support for cycling a City policy which must be followed by the Transportation and Planning departments.

**Question 4:**

- make bike racks a requirement when issuing commercial building permits
- increase the number of public bike racks
- have more bike-only routes on Sundays, and enforce these
- public education
- create designated bike-only lanes and more bike paths

## **Paul Emmer – Mynarski**

### **Question 1:**

Yes, I believe we need to make a full commitment to Active Transportation. The benefits are many, including:

- less cars means less gas and street repair expenditure (More money for Winnipeg Economy)
- less cars means less harmful emissions (Cleaner Air for Winnipeg, Children, etc.)
- less cars means less environmental impact (Oil, manufacturing, etc.)
- more biking means more healthier happier Winnipeggers (Less medical expense)

I am an avid biker myself and prefer bike to car, unless I'm in a rush... :)

I would fully support hiring or dedicating an ATC. I would even be willing to head the Active Transport committee. I am for building public awareness and developing a detailed action plan. I would even go so far as to contact the business community and get them to partner with us in this effort.

### **Question 2:**

If 2.8% of Winnipeggers bicycle to work, we should allocate 2.8% of the budget. I would fight for that. Also, if that's not possible within current budget constraints, I would look for other means to find the money needed (co-op with business, solicit other levels of government, etc.)

### **Question 3:**

As a biker and a father of a little girl and a person who loves Winnipeg, I have a vested interest in seeing that future developments and changes to streets will address the needs of both bike commuters and bike recreational users. I would fight to develop standards for new construction. I would also work with your organization to gather statistics and research which show the many benefits of increasing the amount of people who use bikes for work or for fun. I would also like a forum so we could directly address the needs of bikers in Winnipeg.

### **Question 4:**

I have experience and expertise in marketing and I've also been a teacher. I would push for a combination of training, marketing and incentive in the upcoming budget. I would push to develop a training program for school kids, business leaders and general Winnipeggers. It could be delivered through direct lessons in groups and/or downloadable modules on the Internet. I would then want the city to engage in a marketing campaign to encourage more bike use. Mixed with that campaign may be an incentive, whether it's a contest or incentive for people or for employers who can achieve a certain percent of employees switching to bike.

### **Extra Info:**

I would also bike to City Council when I could. I believe leaders should lead by example. I can't ask Winnipeg to do something I'm not fully prepared to do myself.

I'd like to thank you for fighting for biking in Winnipeg. It's extremely important to me and many of the people I know. I've witnessed first hand some of the frustrations we have as bikers.

## **Robert Galston, Winnipeg Green Party – Mynarski**

**Question 1:** Yes.

**Question 2:** Yes.

**Question 3:**

Make support for cycling a City policy which must be followed by the Transportation and Planning departments.

**Question 4:**

- make bike racks a requirement when issuing commercial building permits
- increase the number of public bike racks
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- public education
- create designated bike-only lanes and more bike paths

## **Ross Eadie – Old Kildonan**

### **Question 1:**

Please see my transportation platform on [www.rosseadie.ca](http://www.rosseadie.ca)

Prior to becoming blind, I road my bike every where including to work. I have only one concern with your plan above: it is not holistic. There should not be a separate cycling committee unless you mean an overall transportation committee. In this case, I might wonder if the Public Works Committee shouldn't deal with these issues. There is currently a demand for at least five more advisory committees, but there is probably not enough councillors anymore to support each advisory committee. If my colleagues can show me the way, I will agree to a committee. Just let me explain that pedestrian travel is part of transportation, and this committee would have to work with and consult with the Access Advisory Committee.

Is there not already a transportation manager in the traffic department?

### **Question 2:**

I would need to study the budget in much more detail to come up with a percentage, but please see my transportation platform on [www.rosseadie.ca](http://www.rosseadie.ca) as it would cost quite a bit of money over time.

### **Question 3:**

I have great concern with putting cyclists on streets spewing immense amounts of exhaust. A study was done in Germany that found cyclists near heavy exhaust vehicles like buses cause a rise in heart disease. See my platform for alternative solutions. Where cyclist paths are needed, paths could be built by regional streets with some kind of buffer from pedestrians. I can't tell you how many incidents I have had with bikes on the sidewalks of this city. For example: Once getting off a bus, my white cane was bent in half by a cyclist flying by the bus stop. He was almost hurt really bad, and I had to find my way home with a very bent cane. One more inch, and I would have been hit.

### **Question 4:**

If we build the more convenient bike paths, more people will ride their bike to work and other activities. Hopefully they will take the bus in the winter like I did prior to being blind. The city could and should promote these healthier modes of travel. If other councillors are for a transportation committee, it should be mostly concerned with promoting good modes of travel. It just occurred to me that there is another committee involved with transportation. The Handi Transit committee, and a proposed committee on seniors would be most interested in transportation that meets their needs.

## **Casey Jones – Old Kildonan**

### **Question 1:**

I support this program in trying to achieve a more safe and rider friendly goal but it needs to be brought to all of city council not just EPC.

### **Question 2:**

I'm willing to promote 2.8% money to cycling programs that achieve more bang for the buck meaning amount of usage that will be used say specific roads as determined by cycling assoc.

### **Question 3:**

In some cases bicycles should not be on road but maybe have their own roads in larger median areas such as Bishop Grandin or Pembina Hwy this should also have the assoc's assist again.

### **Question 4:**

Anything within reason that would better augments the downtown with the on slot of more cyclists. Such as better places to safe guard bikes.

## **Justin Swandel, Winnipeg Green Party – St Norbert**

I am supportive of improved cycling/active transportation amenities. For the most part I agree with the Active Transportation Report recommendations

## **Glenda Whiteman, Winnipeg Green Party – St Norbert**

**Question 1:** Yes.

**Question 2:** Yes.

**Question 3:**

Make support for cycling a City policy which must be followed by the Transportation and Planning departments.

**Question 4:**

- make bike racks a requirement when issuing commercial building permits
- increase the number of public bike racks
- have more bike-only routes on Sundays, and enforce these
- public education
- create designated bike-only lanes and more bike paths

## **Markus Buchart, Winnipeg Green Party – St Vital**

**Question 1:** Yes.

**Question 2:** Yes.

**Question 3:**

Make support for cycling a City policy which must be followed by the Transportation and Planning departments.

**Question 4:**

- make bike racks a requirement when issuing commercial building permits
- increase the number of public bike racks
- have more bike-only routes on Sundays, and enforce these
- public education
- create designated bike-only lanes and more bike paths

## **Leslie Fingler – St Vital**

**Question 1:**

Yes, it only makes sense. It's of utmost importance because the healthy of our bodies and of our cities is at risk now.

**Question 2:**

Yes, I support the 2.8%. I realize that there would have to be drainage systems etc. The cost would easily be justified by improved health to ourselves and our city.

**Question 3:**

Input from the Active Transportation Committee and coordinator will be necessary. No plan should go ahead without a bicycle component.

**Question 4:**

- Build public awareness of benefits of bicycling.
- Get started on bike paths (safe) that take us to city centre for workers.
- Complete any paths already promised or started (e.g.: Bishop Grandin Greenway).