



Moving Beyond Earth Day

By Will Burton

IN 2008, Richard Louv published a breakthrough text, *Last Child in the Woods*, summarizing emerging concerns about the disconnect North American youth had from the natural world. Louv argued that many children are suffering from Nature Deficit Disorder, an affliction caused by reduced contact with the natural world.

A cursory glance around Winnipeg appears to confirm Louv's concerns: our streets and parks are relatively quiet on evenings and weekends. These empty parks are a somewhat new phenomenon. If you have a conversation with a Winnipegger in their 30's, 40's or 50's that grew up in our city, chances are that they would have very different descriptions of their childhood interactions with the local environment than contemporary youth.

“A gulf between humans and nature has emerged, and it manifests itself today as less knowledge, interaction and curiosity about the natural world.

Not just in North America, but globally, a duality, or gulf between humans and nature has emerged. While its roots can be traced back to the writing of Descartes and Bacon in the 1700's, the gulf manifests itself today as less knowledge, interaction and curiosity about the natural world, as a disconnect between human action and ecological impact.

The question is, what can be done?

As a reader of the Manitoba Eco-Network Eco-Journal, you may not find yourself living in “the gulf”. However, moving forward as a society and transforming attitudes in the wider community can prove problematic. Education can offer us two propositions. Firstly, the United Nations Brundtland Report (1987), a founding

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document that led to the Decade for Sustainable Development, presented education as a central tenant for reconnecting humans with the environment. Providing students with opportunities to learn about the human impact on the planet was considered a key element in working towards reducing carbon emissions and ecological devastation. Secondly, children spending time outside, preferably in unstructured play, is the biggest predictor of environmental stewardship in their adult life. School recess is the most obvious example of this.

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Executive Director's Message

By Karen Peters

NOW THAT THE SNOW HAS MELTED and things
are growing everywhere, our green roof at the
EcoCentre has come to life. It was wonderful to
watch the Manitoba crocuses bloom and to see
the other plants come back to life. And, now we
have beehives installed on the roof — drop by
for a visit and check them out for yourself!

While we are excited to highlight the changes
on the roof at the EcoCentre, we have also
started promoting our seasonal information and
programming for Organic Lawn Care. We are
holding workshops on our green roof about creating
ecosystems that include bees, and promoting
organic lawn care service through our partners
at the New Directions program, Genesis,
a social enterprise. Also, along with the other
great environmental NGOs at the EcoCentre, we continue to offer our free lawn tool lending



library. Stop in and borrow whatever you need to take
care of your lawn or garden and support the sharing
economy!

Back in March, I was auctioned off as a chef as a prize
for the Reel Green film Festival Fundraiser. To fulfill
that commitment, I recently had the pleasure of catering
a Moroccan dinner for four — it was a great opportunity
to meet the wonderful supporters of the work that
we do at Manitoba Eco-Network. I also wish to thank
Vita Health and some local producers for many of the
ingredients required for the prize.



I hope that we all enjoy a wonderful summer of growing our gardens, creating ecosystems, as
well as enjoying the magnificent environment of Manitoba's lakes, rivers, parks, or wherever your
outdoor adventuring takes you. 🌱

Karen Peters is the executive director of the Manitoba Eco-Network.

JULY

1 Oak Hammock Marsh

Celebrate Canada's 150th Birthday at the Marsh! Bring the whole family for an exciting day of all things Canada. Special Birthday Cake will be served at 2pm for our guests.

www.oakhammockmarsh.ca

8 Native Orchid Conservation Inc

East Braintree and Dawson Trail: Along the Brokenhead River in southeastern Manitoba, explore the river flats, forests, Canadian Shield and orchid bogs, plus visit the Midwinter Heritage School site celebrating its 100th anniversary. **There are many more fieldtrips scheduled with Native Orchid Conservation, check out their website for the full schedule. www.nativeorchid.org

15 Nature Manitoba

Hecla Provincial Park and Hecla Village hike. Hike the Gull Harbour trails plus a historic walk at Hecla Village. Distance is 10 km.

www.naturemanitoba.ca

19-30 Winnipeg Fringe Festival

North America's second largest Fringe Festival showcases more than 170 local, national and international theatre companies, offering performances of comedy, drama improve, dance and more.

www.winnipegfringe.com

AUGUST

2 Nature Manitoba

Cycle from South Winnipeg to St. Adolphe MB. Bring a trail lunch or enjoy lunch at a locale in St. Adolphe. www.naturemanitoba.ca

17-22 Wild Planet: Whales & Wonders of the Subarctic in Summer

Churchill Northern Studies Centre

Instructor James Kushny

Imagine hiking the coast of the western Hudson Bay, an ancient and rugged landscape where boreal forest meets Arctic tundra, a land transformed by ice, wind and water. Daily hikes will lead you through a wide variety of habitats including: Tundra, boreal forest, inter-tidal zone. www.churchillscience.ca

18-20 Rainbow Trout Music Festival

It's one of the coolest summer indie music festivals that Manitoba has to offer! Three days of music, camping, good friends, bonfires, dancing, swimming, and so much more. It's also 100% volunteer driven and dedicated to promoting local music and arts.

www.rainbowtroutmusicfestival.com

19-20 Boreal Shores Art Tour

The Boreal Shores Art Tour is a self-guided driving tour through juried artist studios and group locations where you will find diverse artwork for sale and to view, and where you will also find opportunities to create your own works of art at hands on locations.

www.borealshoresarttour.ca

25-27 Morden Corn & Apple Festival

The 51st Morden Corn & Apple Festival invites you to enjoy one of Manitoba's largest street Festivals. Join us for 3 days of FREE activity – packed FUN! www.cornandapple.com

SEPTEMBER

5 Gardens Manitoba

Workshop Evening – Topic Guerilla Gardening

An overview of Guerilla Gardening including examples of successful guerilla gardens in town and abroad will be reviewed.

www.gardensmanitoba.com

15-16 Manitoba Fibre Festival

The Festival is a delightful gathering of all things fibre related, including vendors, workshops, and demonstrations. We have a great community in this province of fibre producers, spinners, knitters, weavers, and felters, not to mention the sheep, alpacas, llamas and more. www.manitobafibrefestival.com

30 Nuit Blanche

Nuit Blanche Winnipeg is a free all-night exploration and celebration of contemporary art that takes place every Saturday of the Culture Days weekend from dusk to dawn. www.nuitblanchewinnipeg.ca



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in Manitoba

conserving a threatened icon
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MANITOBA CHAPTER



<< continued from page 1

Moving Beyond Earth Day cont'd...

The Province of Manitoba has emerged as a leader in Education for Sustainable Development. Manitoba's curriculum documents, particularly in Social Studies and Science, provide space for learning around environmental education. The Department of Education has created supports and links to resources that promote teaching within classroom walls and beyond. Environmental education can and should be part of everyday learning, not in addition to current lessons.

Some schools across the K-12 system are leading the push: Brooklands School challenges teachers to spend a full month learning outdoors, rain or shine; Amber Trails School has developed a farming program, where students grow a range of vegetables and community members buy shares and receive produce throughout the summer; and West Kildonan Collegiate offers the Sustainable Living Academy Manitoba (SLAM), where learners spend their afternoons integrating Science, Social Studies and English Language Arts through the lens of environmental education. More schools, such as Ecole St. Avila have developed natural playgrounds, with contoured grounds and spaces for interaction with plants and wildlife. Work is underway, but more can be done.

How can you help?

If you have a child in the public education system, talk to their teacher and see what initiatives in environmental education are taking place within and, more importantly, beyond the classroom walls. If you have a resource or skill, such as gardening, knowledge of the local plant or wildlife, ask your local school if any classes would be interested in you sharing your expertise. If there is an environmental issue in your community or a beautification project that you want to see put into action, connect with an educator and work together to access a number of grants that can support your efforts. Check out the school playground: are there opportunities for interaction with plants and trees, does the space foster or dampen creativity and exploration or nature? Broadly speaking, if you want to see an increase in the amount of time spent in schools focusing on environmental issues, knowledge, and experiences, contact your local school board, or let the Minister of Education know that this is a priority for you.



Students roast marshmallows during a day of outdoor activities.

PHOTO: WILL BURTON

On April 22, 2017, many schools across Canada celebrated Earth Day with events such as nature walks, community clean-ups, and workshops. This is without doubt valuable work. But when we isolate and restrict our learning to one-off events, we are losing focus of the larger need to foster 'ecoliteracy' in learners — that is knowing about the human relationship with the planet's ecological system, and acting with the well-being of the earth in mind. When students spend the

majority of their time inside, they are missing the chance to interact with and learn from the natural world.

The learning and experiences taking place in schools make clear to students what we as a society value. So, if we see the imperative in bridging the divide between children and the natural environment for the sake of our planet's future, then environmental education needs to permeate learning inside and outside the classroom walls year round.

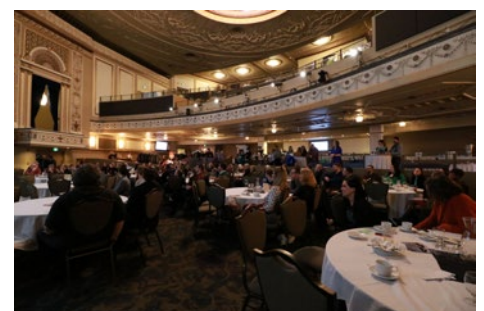
Reel Green and the Fashion Scene

Green Film Festival 2017

By Manitoba Eco-Network Staff

THE MANITOBA ECO-NETWORK celebrated its 7th Annual Reel Green Film Festival Fund-raising event on March 16th. The evening was filled with inspiring environmental short films, tasty eats, incredible live and silent auction prizes, and this year's newest edition, sustainable fashion. The Protecting Our Earth Award was presented to Jon Gerrard for his devotion to environmental research and advocacy. On behalf of the Manitoba Eco-Network, we would like to thank our supporter sponsor, Assiniboine Credit Union, and our fan sponsors, Tire Stewardship Manitoba, Stantec and Via Rail Canada. We would also like to extend our thanks to the donors, volunteers, attendees, and the MET staff.

We hope to see you at Reel Green 2018! 🌱



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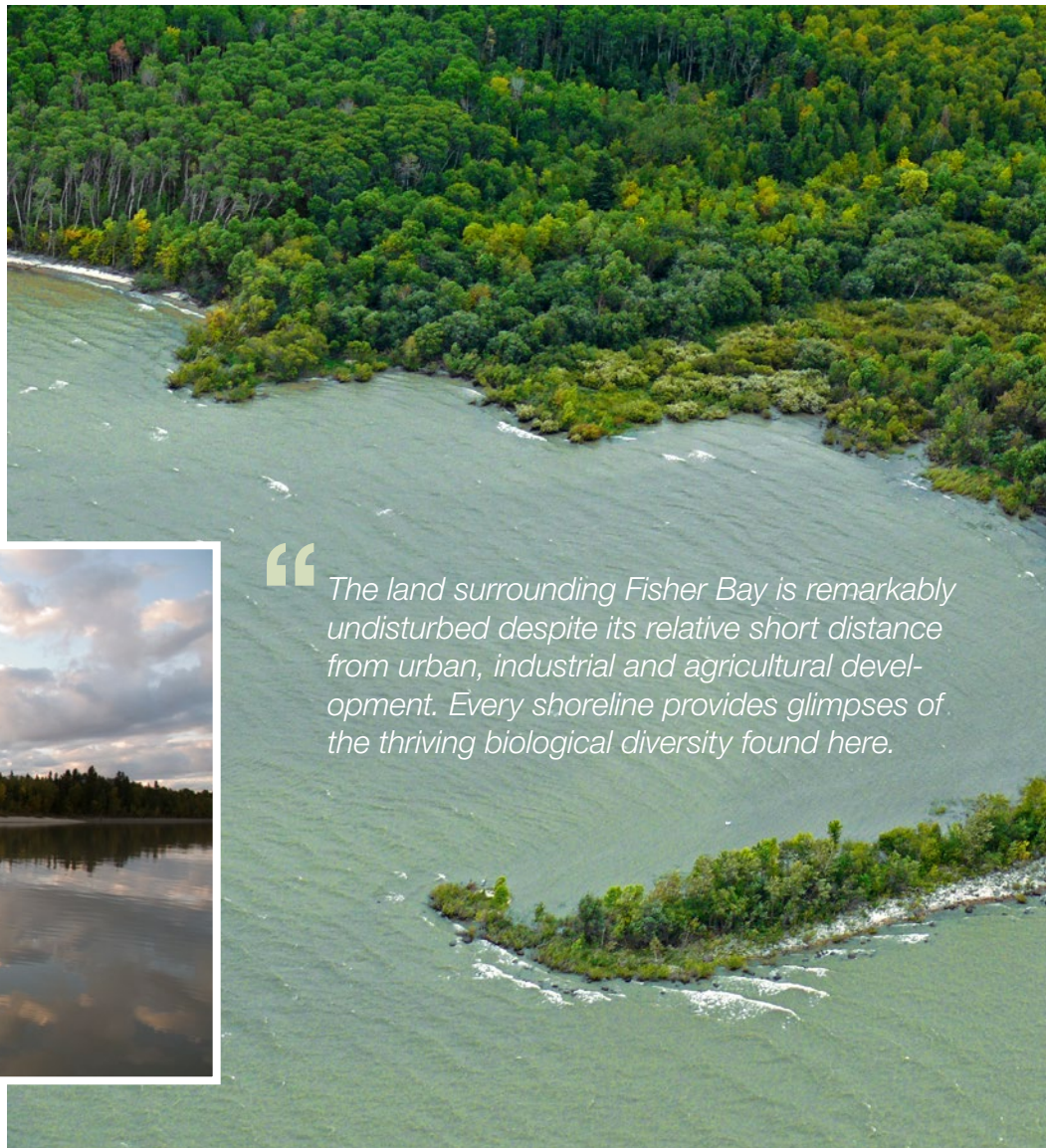


The Fisher Bay Region

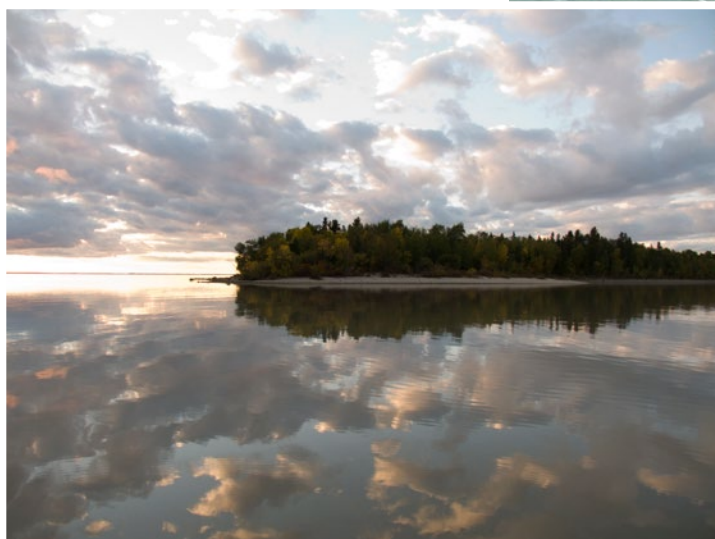
Expanding Protection of Traditional Lands and Waters

By Ron Thiessen, Canadian Parks and Wilderness Society – Manitoba chapter

IN 2011, the Fisher Bay provincial park was established to protect nature, culture, and sustainable economic opportunities in the region. It all began in 1999 when Fisher River Cree Nation (FRCN) nominated areas set aside from industrial developments. In 2006, the Canadian Parks and Wilderness Society (CPAWS), a non-profit wilderness conservation group, joined forces with FRCN on a quest to establish a new provincial park. We were pleased when the park was created, but the boundaries are a smaller park than we hoped for, which we believe was due to the provincial government at the time not permitting FRCN to be part of the consultation process. Since that time, and supported by both ecological and economic



The land surrounding Fisher Bay is remarkably undisturbed despite its relative short distance from urban, industrial and agricultural development. Every shoreline provides glimpses of the thriving biological diversity found here.



studies, CPAWS and Fisher River Cree Nation have voiced the need for a process to explore expanded protection in the region.

In the lead up to the 2016 provincial election, CPAWS Manitoba issued a questionnaire to all parties asking for their position on proposed protected areas. In their response, the now leading Progressive Conservative Party was clear in their commitment to pursue the discussions with rightsholders and stakeholders on expanding protections in the Fisher Bay region.

With a community and stakeholder engagement process designed by FRCN, CPAWS, and the provincial government, this process will be undertaken to determine the extent of the opportunity to protect additional lands in the

Fisher Bay region. This could include the designation of additional classes of protected areas in the region, the expansion of the existing provincial park, or a combination of the two.

The Fisher Bay region

The land surrounding Fisher Bay is remarkably undisturbed despite its relative short distance from urban, industrial and agricultural development. Every shoreline provides glimpses of the thriving biological diversity found here. Expansive beaches line both mainland and islands. Fresh tracks are left in the sand by wolves, moose, foxes and bears passing in and out of old

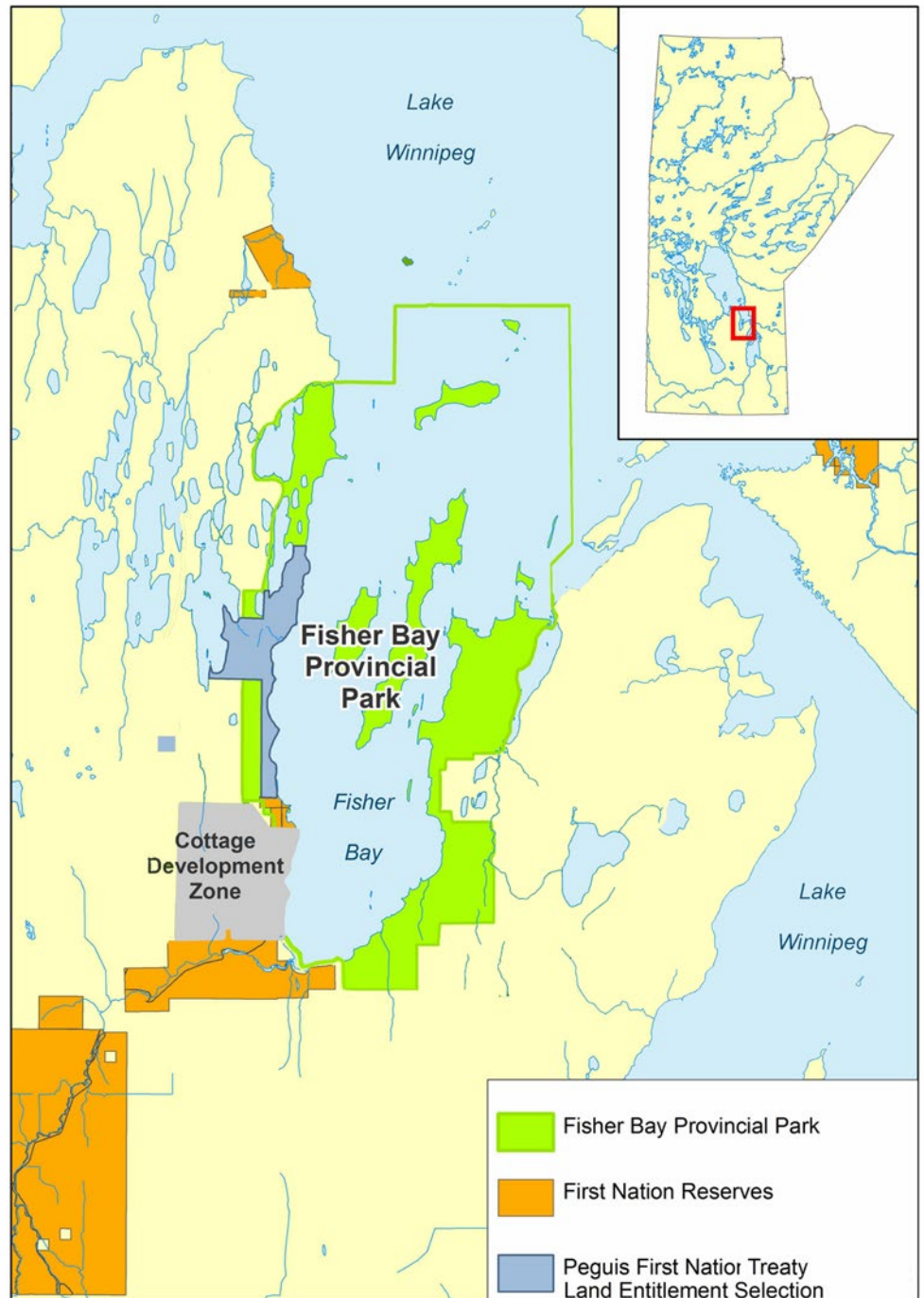
growth forests. Water birds continually wing by, traveling from nesting colonies to feeding grounds while songbirds bring the canopy to life with their calls. The lands and waters offer habitat for rare, threatened and endangered species including little brown bats, piping plover, golden-winged warbler, shortjaw cisco, swamp pink, and round-leaved bog orchid.

For centuries, Indigenous people have utilized Fisher Bay's resources while maintaining its well-being. The area has provided a home and livelihood to the FRCN for many generations. Adequate landscape protection in this region, according to the best combination of

In 2011, Fisher Bay Provincial Park was designated. Covering a significant portion (84,000 ha) of Fisher Bay's waters, islands and mainland forests though designated park boundaries that were drawn by the Manitoba government in order to minimize opposition from development interests.



PHOTOS: RON THIESSEN



ecological and cultural considerations, will ensure the lands and waters can continue to provide while safeguarding the tremendous potential to create community-driven sustainable economies reliant on a healthy environment.

The ecological health of the region also holds relevance to the health of Lake Winnipeg. Healthy forests and wetlands in the Lake Winnipeg region provide an important service by filtering out excess nutrients from surface water runoff. With the lake plagued by harmful algal blooms caused by excess nutrient inputs, securing the health of adjacent lands and the persistence of their filtration services will help prevent the problem from worsening.

The challenge – more protection needed

Based on ecological and economic studies and analysis of cultural values in the region, the current boundaries fall short of those needed to protect nature, culture and sustainable economic opportunity^{1,2,3}.

FRCN has been at the forefront of a growing movement of Indigenous communities leading the way in protection and management of their traditional lands and waters through the establishment of legislated protected areas. Proving an effective and rights affirming approach to safeguarding nature and the conti-

nuity of land-based cultural traditions while supporting local economies, it follows that recognition and support for Indigenous led land use planning is increasing. The vision of Fisher River Cree Nation is to achieve a community in which a healthy, secure and respected environment offers attachment to the natural world; a place where history, language, traditions, and culture are paramount.

[1] Fisher Bay Park Reserve - Economic Impact Study

[2] Fisher Bay Park Reserve - Areas of Ecological Significance Study

[3] http://www.cpawsmb.org/uploads/Boundary-determination-report-Rod-Lastra_0.pdf



Humanizing Transit

Improving the Rider Experience in Winnipeg

By Curt Hull, Climate Change Connection

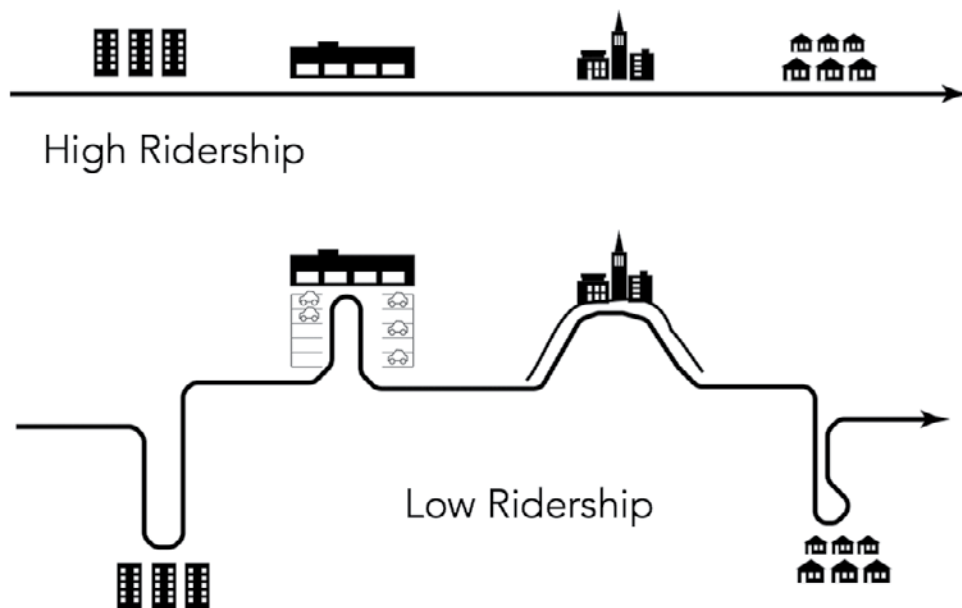
AFTER MORE THAN TWO YEARS OF CONVERSATIONS, meetings, and dreaming, Jarrett Walker came to Winnipeg on May 11, 2017. This could be the beginning of the transformation of Winnipeg's transit system and of how we all experience taking the bus.

How did this come about?

I have been working for Climate Change Connection (CCC) and the Manitoba Eco-Network for 10 years now. There are two streams to our work. The first involves helping to educate Manitobans about climate change. This means giving presentations to people of all ages and backgrounds. It also means working with teachers to develop resources for integrating climate change into their curricula and putting on Climate Change Youth Conferences in schools throughout Manitoba. In the other stream of our work, we get involved with organizations that are working to reduce greenhouse gas emissions or are working to build local resilience to climate impacts. This means we work with groups and businesses in areas like sustainable energy, local food, "green buildings," active transportation, and public transportation.

When I started to dip into public transportation 10 years ago, the first thing that came to mind was rapid transit. I believed, somewhat simplistically, that if we had rapid transit in Winnipeg, everyone would abandon their cars and jump on the bus. I knew it had been talked about in Winnipeg for something like 30 years, so I thought I should work on making it happen. In January 2007, I attended the foundational meeting and joined the Winnipeg Rapid Transit Coalition. I held to that belief as the work of that coalition continued, until the first leg of the first Winnipeg rapid transit corridor was opened in April of 2012.

Meanwhile, I also got involved with the Winnipeg Transit Riders Association (WTRA) and their focus on improving the riders' experience. One of the people involved in the WTRA was David Wyatt. Everyone has an opinion about Transit but David actually seemed to know what he was talking about. I asked him how he learned about public transit. He said that he had been at it for decades and so had picked up a few things along the

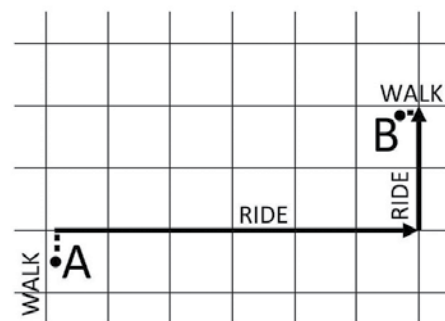


“ Unless we improve the frequency in our network at the same time as we build rapid transit, we won't get the benefit from rapid transit that we are looking for.

way. But he also recommended a book: *Human Transit: How clearer thinking about public transit can enrich our communities and our lives* by Jarrett Walker. I bought the book and read it. You can read my summary of the book on our website at climatechangeconnection.org/solutions/transportation/public-transportation/

My reading of *Human Transit* had a profound impact on my understanding of what a transit network that encourages ridership would look like. There is a line in the book that stuck out: "speed without frequency is worthless." For me, this meant that unless we improve the frequency in our network at the same time as we build rapid transit, we won't get the benefit from rapid transit that we are looking for.

I started to share Walker's ideas and tried to find others who might agree that we needed to bring this guy to Winnipeg. One of the first people to get on board was Councillor Janice Lukes. I talked to other city councillors and they seemed interested but were not as enthusiastic as Lukes. Joe Kornelsen and Functional



Transit were all over the idea. The University of Winnipeg Sustainability Office and the Canadian Centre for Policy Alternatives joined the organizing committee. But it was John Callahan and the Amalgamated Transit Union Local 1505 that really got things going. As soon as John offered funding to bring Jarrett to Winnipeg, we were able to make real plans.

On Thursday May 11, Jarrett started his visit to Winnipeg by meeting with Winnipeg City Councillors first thing in the morning. This meeting was attended by 8 councillors. We then met with Mayor Bowman and senior city

officials before noon. In the afternoon, we took the #16 bus to the Transit offices on Osborne for a meeting with Transit management. All of those meetings were very positive and encouraging. In the evening, we set up for a public presentation at the Manitoba Museum Planetarium Auditorium which was attended by about 100 people. The presentation was recorded by Shaw and will premiere on May 29 at 2:30 pm. It will run at various times throughout the following 2 weeks. See TV guide listings under “Winnipeg Talks” and the Shaw TV website for details. At the 4-hour workshop on Friday morning, invited stakeholders from various community groups worked through transit design exercises alongside four city councillors and seven Transit managers.

What did we learn?

Jarrett Walker has been working with and improving transit systems throughout the world for decades. Most of his work has been in North America with one of his most recent projects being the redesign of the transit system in Houston Texas. Find out more at humantransit.org.

Jarrett’s presentations covered a lot of aspects of the subject of transit. I would say that the most important points relate to the three key topics we need to consider when creating a successful transit system: Ridership / Coverage, Connected Network, and Transit-Friendly Places.

Ridership / Coverage - Every transit system exists as a compromise between wanting to have lots of riders on the buses and wanting to cover as much of the city and provide service to as many people as possible. Unfortunately, these two objectives are often in conflict. Jarrett recommended that a first step would be to come up with a Ridership/Coverage Ratio. This means determining which segments of each route on the network are there to provide good service to the most people and which are there to ensure coverage. Once we have a current-state assessment, we can discuss and design network solutions that might change this ratio.

Connected Network - People start at origins and travel to destinations. There are a few ways for transit to link origins with destinations. Here are three main strategies:

- **Circuitous routes** meander between points on the map in an attempt to come close to as many riders as possible. Un-

fortunately, this also means a route that is slow with lots of stops - which means that fewer people will choose to ride it.

- **Hub & spoke networks** have routes that radiate out from a central point. These networks can work effectively but only if the routes are timed to arrive at the center simultaneously (to enable connections with no waiting) and if the central station is set up to accommodate lots of buses and passengers all at once.
- **Grid networks** rely on a street layout on a grid pattern. The network should have simple east-west routes with frequent service and simple north-south routes with

- **Walkability** - The streets are laid out so that people can easily walk to bus routes. Straight streets are best with sidewalks and no cul-de-sacs or bays without pedestrian cut-throughs.
- **Linearity** - Both origins and destinations (dwellings, stores, schools) are placed near the roadway that the bus travels on. This enables the bus to quickly get from stop to stop in a reasonably straight line. A counter-example is where a big box store is placed back from the street across 500 meters of parking lot. Then the bus travel planner has to choose between making a loop through the parking lot and slowing the whole route or dropping passengers at the roadway and expecting them to walk the rest of the way. Either solution will lower ridership.

What’s next?

The conversation is continuing between all of the people that Jarrett met with when he was here. We are also expanding the conversation to others who couldn’t attend those initial meetings. As I see it, there are two essential next steps:

- Assess the current **Ridership / Coverage Ratio** and decide if we want to change it and by how much.
- Define and map a **Frequent Service Network**. This map will show current, proposed, and candidate frequent service routes. This will be hung on the walls of city planners, city councillors, transit offices, and people’s homes to show us the path to the future. In time, it will become a clearly branded and visible, easily recognizable, network of routes.

I’m pretty excited about the future this portends for Winnipeg. Jarrett says, “Creating a Frequent Service Network fundamentally changes the customer’s experience of taking transit.” Instead of seeing Transit as a complicated thing that requires one to carefully study route maps and timetables and install apps on smart phones and carefully plan trips and return trips and make sure you catch your return bus before it stops running –you would simply walk to the nearest Frequent Service Line and catch a bus. You would do so with confidence that it will take you where you want to go and bring you back simply, quickly, and safely.

And isn’t that what we all want from the transportation we choose?



PHOTO: JARRETT WALKER + ASSOCIATES

Jarrett Walker

frequent service. For example, you would walk to the nearest east-west frequent service route on the grid. There you would wait a short time for the next frequent service bus and ride it to the connection point. There you would get off and transfer (connect) to the north-south bus that will take you near your destination. A network based on a grid and connections will reduce network complexity. This makes the whole system more approachable to newcomers. It will also buy frequency without necessarily adding cost. Montreal’s “10 Minutes Max Network” works like this.

Transit-Friendly Places - Transit works well in cities that are physically designed and developed with transit in mind. This means city planners need to work together with transit planners. Such “transit-friendly” places share three aspects:

- **Density** - The majority of people live reasonably close together or at least there are defined areas where people live reasonably close together.



GoManitoba

By Beth McKechnie, Mel Marginet and Heather Mitchell

WORKPLACES AROUND WINNIPEG and across Manitoba typically try to find carpool matches for their employees in one of two ways: by paying for a subscription to an online ridematching program, or by coordinating their own matching database for employees. The result of this siloed approach is poor uptake, few matches, and minimal success in moving individuals from their current commuting choice of driving alone to a more sustainable mode choice such as carpooling, transit, cycling or walking.

What if all of these employers used the same ridematching system? Our goal is to have one unified ridematching system for all Manitobans to access, along with customized and individually managed sub-sites for workplaces to offer to their employees. By coordinating a central system where users can seek out matches — either through their workplace or the entire region — the opportunities for success in finding a match are substantially increased.

Green Action Centre is excited to introduce GoManitoba, a Provincial Ridematching Program. GoManitoba was created using Canadian Multimodal Mobility Management Software - RideShark - which has been widely used across North America and Europe. This transportation tool allows users to find carpooling partners, as well as cycling, walking or transit buddies for their daily commute to work. With features like gamification and rewards programs, 24/7 access to data, Canadian ownership and data storage, and a user-friendly website and app, it goes well beyond simply matching carpool partners.

Green Action Centre thanks its founding partners, the University of Manitoba, Assiniboine Credit Union, Red River College, Health Sciences Centre, The Forks, Partnership of The Manitoba Capital Region, and Investors Group for their support in GoManitoba. These founding partners provide a customized sub-site for their users to search for ride matches amongst their colleagues or fellow students by subscribing to GoManitoba.

What this means for you

GoManitoba is a quick, secure, and personal way to find all your commuting options. Using your home and work addresses, you can find carpool partners, transit options, recommended cycling and walking routes, and search for nearby commuters looking for carpool, biking, or walking partners. When setting up your pro-



PHOTO: RIDESHARK

file, your home address will never appear on any other match lists. When you receive your list of commuting matches, you choose who and when to contact a potential match. This Rideshare Portal is a powerful and convenient way to track all of your commuting activity.

When you find a suitable match, you can send them a message to indicate your interest. From there, it is your responsibility to coordinate with that person about how you are going to organize your ride to and/or from work, including your pick-up/drop-off location and any necessary compensation.

With your GoManitoba profile, you can track your commutes each day to see greenhouse gas emissions avoided and calories burned (with active transportation), as well as the opportunity to win prizes and gain milestones.

We are currently applying for grants and funding opportunities to hit the road and recruit employee sub-sites across the province. We see GoManitoba as an excellent opportunity to bring alternative transportation options to communities outside of Winnipeg where public and active transportation options are limited, and Ridesharing offers the opportunity for substantial impact.

The importance of sharing a ride

People want the option to utilize a more sustainable transportation mode for their commute to work. The desire for carpooling has been established in many different workplaces

through employee commuting surveys and general requests to upper management. With new technologies available to enhance our current carpooling systems, and the pressures of climate change, increasing population, and high traffic congestion, there is no better time for a ride-matching program of this kind in Manitoba.

According to the 2011 Census data, 78% of

people in Winnipeg commute by vehicle. With such high vehicle ridership and traffic congestion, commute times in Winnipeg are now the 6th longest in Canada (23 minutes) compared to 14 other major

cities. There are many mental and physical health implications associated with long commutes by vehicle. By encouraging active transportation and providing Manitobans the technology they need to find matches to share rides, we can hopefully decrease the number of vehicles on the road, while improving health conditions. Ridesharing has many benefits, like getting to know your co-workers and neighbours, reducing wear and tear on your vehicle, saving money, and reducing your greenhouse gas emissions.

Start sharing a ride with GoManitoba this summer!

Future workplaces

Do you want to bring GoManitoba to your workplace with a dedicated sub-site? Contact us at GoHappy@greenactioncentre.ca or 204.925.3772.



It's the 10th Anniversary of Bike to Work Day

Happy Birthday Bike Week!

By Sarah Pruys & Dave Elmore



TEN YEARS AGO, a group of people passionate about cycling got together in the spring and decided that what Winnipeg was missing was a day dedicated to cycling to work. They buckled down and started planning, and just two months later the first annual Bike to Work Day in Winnipeg was held.

Since then, the event has grown from 2500 cyclists to 6500 Winnipeggers attending the original signature event and other programming throughout the weeklong celebration of bicycles and the people who ride them.

This year, the 10th anniversary of Bike to Work Day will take place on Friday, June 23, 2017. As is tradition, thousands of Winnipeggers will hop on their bikes and ride to work, to school, or to the nearest pit stop a few blocks down to celebrate. Visit the pit stop map on bike-weekwinnipeg.com to quickly find the pit stops located along your route, hosted by enthusiastic local sponsors and community organizations who may be waiting with light refreshments, a bike mechanic to assist with minor repairs or adjustments, or some giveaway swag. Don't see one near you? Become a pit stop host, and start a new tradition in your community or workplace!

As you go along your way on Bike to Work Day, play Ride and Go Seek by collecting signa-

tures at each pit stop you visit. Every cyclist who makes it to ten stops or more will automatically be entered to win a one of a kind, custom designed helmet at the Celebration Picnic.

But wait a second... Isn't Bike to Work Day a part Bike Week?

You bet it is! As Bike to Work Day began to grow in popularity, the committee sat down again and thought about how they could further encourage everyone to ride. They choose to host a whole week of bicycle-related programming and Bike Week Winnipeg was born — a week-long celebration of people riding bicycles for recreation, fitness, transportation, sport, or just for fun.

Inspired and led by passionate committee and community members, a few great innovative events were born. These crowd-pleasing events have returned year after year and taken Bike Week in a remarkable direction.

As always, there will be live music powered by Bike Week Winnipeg's bike powered concert system. There will also be other live entertainment including Kids of Mud demonstrations and the always popular bicycle trials riders showing off their skills. As part of making this a family friendly event, there will also be a kids area with entertainment, bike decorating, face painting, and more. Bike Valet

A few Bike Week highlights you won't want to miss in 2017:

Sunday, June 18:

10:30AM - Blessing of the Bikes
Located at Knox United / Central Park

12-4PM - Community Bike Shop Day
Volunteers will be on hand to help you tune up your bike in preparation for the week to come. Bike auction and activities for kids!

Monday, June 19:

6:30-9AM - Bike Week Kick-off Bike-Thru Breakfast

Grab a snack on your way to work and find out all about the great activities planned for the rest of the week at four centrally located premiere pit stops.

Friday, June 23:

6:30-9AM - Bike to Work Day
Look for pit stops located across the city!

9-2PM - All Day Pit Stop -
Drop by the University of Winnipeg for a bike tune-up, a cinnamon bun and a high five.

4-7PM - Bike Week Celebration Picnic
Bring your blanket and enjoy a Boon Burger while enjoying the entertainment that we have planned for our celebration picnic on the front lawn of the University of Winnipeg. You can also purchase a pint of Bikey McBikeface Grapefruit Lager, a special brew just for Bike Week.

Winnipeg will be on site to park your ride and keep it safe while you enjoy the fun.

For a full list of events, including group rides for all ages and abilities, and a smattering of bike repair sessions, check out the Events Schedule on bikeweekwinnipeg.com.

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