

Proposal

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1. TITLE

Power and the Vélolution: Cycling advocacy, social networking and grassroots change

2. SUMMARY AND KEY QUESTIONS

This project explores planning implications of power in urban environments, and the power dynamics associated with bicycle culture. A case study will explore how a Winnipeg advocacy group, Bike to the Future, has found a voice and claimed decision-making power by networking, organizing, and working together towards a common goal. This study explores how this group has influenced decision-makers in municipal and provincial arenas to re-balance power and encourage change within a dominant “car culture” environment. This change involves the creation of infrastructure and policy that will make cycling a feasible and legitimate form of transportation year-round.

Although changes happen slowly, Bike to the Future’s successes should be celebrated.

I plan to bring issues of power into planning discussions about traffic and transportation, while highlighting the importance of cyclists’ voices. In many cities, citizens are struggling to promote the bicycle as a legitimate form of transportation, but this growing group’s needs have often been ignored or forgotten. Because of recent environmental and health crises, however, planners and policy makers alike may be eager to encourage this mode of transportation. This suggests that bicycle culture is ‘mainstreaming’, and that social uptake of cycling technologies is on the rise.

This project is important because it connects concepts of power, power imbalance, self-empowerment, and social networking to current issues facing cyclists. The acknowledgement of power dynamics, and the role of social networking in planning is important. The analysis of these dynamics in transportation sectors may help increase safety and transportation choices. By seriously considering how power imbalances can be addressed, planners can encourage cycling education, advocacy and uptake, and continue to facilitate positive change.

The key research questions will be as follows:

Literature Review Questions

1. How has the concept of power figured into planning literature?
2. What power dynamics have driven or affected planning for cyclists in particular?
3. How is cycling culture evolving? How does it intersect with this literature of power in planning, and power in transportation planning?
4. What role does social networking play in power-claiming and change-making processes?

Case Study Questions

1. What is the history associated with cycling activism in Winnipeg, and how does this history reflect the evolution of Bike Culture?
2. To what degree has Bike to the Future actively attempted to challenge existing planning structures in the City of Winnipeg?
3. To what degree has social networking formed an integral part of Bike to the Future's power-claiming activities?
4. What lessons about power in planning can be learned and applied from the Winnipeg cycling advocacy context?

3. LITERATURE FOCUS AND RESEARCH

The literature review and analysis will consist of three parts. The first is a general discussion of power dynamics, power struggles, and power imbalances found in planning fields. A focus of this first part will be on the growing planning discourse on social networking and networking power. The second section will apply this general framework with the context of transportation planning, and explore how power dynamics have affected this type of planning. The final part of the literature review explores the idea of "Bike Culture," and how power dynamics affect (and have been affected by) cycling's growing popularity. Below is found an overview of the 'power framework', which is a basis for the literature review and case study.

Applied research for this project will consist of one case study, based on research on Bike to the Future (BTTF). BTTF is a cycling advocacy group in Winnipeg, MB. This case study will explore power 'types' in action, and how this group has encouraged positive change in cycling funding, infrastructure, and Active Transportation policies in Winnipeg.

Through this case study, the history and achievements of Winnipeg's cycling community will be outlined, and future directions for cycling in Winnipeg will be documented. Some citizens have been advocating for cycling issues for years, but since the formation of Bike to the Future (BTTF) in 2007, many things have changed. Both city and provincial governments have stepped up and increased infrastructure budgets, staffing, and regulations to make Winnipeg a more bike-friendly place. Although changes must still occur, the completion of an "Active Transportation Plan," along with increased funding for different routes and trails throughout the city are positive actions that deserve celebration.

This case study will take the form of a detailed historical survey of cycling advocacy in Winnipeg throughout the past three decades. It will also highlight different groups that have helped raise the profile of cycling in Winnipeg. In addition, it will discuss the methods used by different groups, particularly Bike to the Future, to increase networking power capabilities. These methods will be compared with different forms of planning-power outlined in the literature review. Lessons and challenges for planning will be drawn from this case study.

4. RESEARCH METHODS AND ETHICS

4.1 Literature search

The research strategies identified for gathering this information involves, first and

foremost, significant literature searches in a number of different fields. As this is a multidisciplinary thesis, information for the literature review will be drawn from a number of different sources. Publications found in the City Planning library will give a necessary ‘planners’ perspective’ to research. Works in Conflict Resolution Studies will provide insights into social mechanisms and multiple definitions of power. I will also search for writings about power and social networking in Political Studies and Sociology departments. This will contribute insights about group processes and lawmaking. I will continue to search for literature on power and planning, cycling and power dynamics, bike culture, cities and power, and social resistance, advocacy, and lawmaking.

This literature search will acknowledge power discussions from writings on class, ethnicity, and gender. I am currently taking a directed readings course on bike culture, which will provide more fodder for the literature review.

4.2 Case Study

The case study approach to this project will use the work of Bike to the Future as an example of how key concepts of the power-in-planning discussion have been utilized. Work done by this community group will be studied through interviews and through a search of press coverage and other data sources.

As this study will describe the types of power used by this citizen group, and analyze the effects of their networking and advocacy experiences, this case study can be considered to be both descriptive and evaluative (Dudley, 2008). Certain critical aspects (Dudley, 2008) will also be included, as this project will outline the socio-cultural context in which networking power has become a necessary and relevant tool for action. As all of these seek familiarize a potential unfamiliar topic, this case study will be considered as primarily Descriptive (Dudley, 2008)

A case study is relevant to this project, as it will provide a real-life and practical example, that will be helpful in a number of ways.

First, it will help organize knowledge. Members of community groups such as Bike to the Future carry with them tacit knowledge that stems from (among other things) experience, struggle, necessity, academic study, and active community involvement. This knowledge is invaluable, and a case study can contribute to its naming and organization.

Second, it will help name the importance of these multiple forms of knowledge. Through interviews, analysis, and other data sources (Dudley, 2008), this case study will explore the idea of *how* community knowledge is used, and why it has had an important impact in Winnipeg.

Third, a number of “lessons learned” will be drawn out of this study, which will be applicable to practicing professionals as well as community groups. These lessons can be adapted by citizens and policy makers to encourage participation in all levels of society.

Case Study design will be modeled after Lundberg and Enz’s case study model, which suggests that one:

- a) Gain familiarity – this has been done through current involvement with Bike to the Future, and will continue as the project progresses.**
- b) Recognize symptoms – My work with Bike to the Future, and my experience as a cyclist has introduced me to the ideas of power in planning, and how this particularly relates to citizens who use the bicycle.**
- c) Identify goals – These goals have been outlined in this MDP**

proposal.

d) Conduct Analysis – This will include the semi-structured interviews (found below), as well as a search of press coverage and other relevant print data sources. This section will also outline how the work of Bike to the Future connects with, or diverges from, the provided analysis frameworks.

e) Make the Diagnosis – This stage will overlap with the “analysis” section of this project, and will be included in the “lessons learned” and “Applications” section of the MDP.

f) Action Planning – This final stage is not as relevant to this case study, as it seeks to describe what an organization is doing, rather than prescribe or recommend changes.

4.3 Interviews

The case study will be enriched by primary research methods, which will include about 10 semi-structured interviews with individuals who are involved with other events and organizations around Winnipeg are currently members of Bike to the Future, and Bike to the Future members who have been advocating for cycling-friendly infrastructure and legislation for decades will also be interviewed.

As Kvale (1996) points out, there is no common procedure regarding “how to” conduct interview research. It is, rather, a “craft that, if well carried out, can become an art” (p.13). As was suggested by this author, I will approach interview with personal knowledge about the interview topic, and a familiarity with the different methodological options available. Kvale (1996) notes that interviewers who have special sensitivities to (and knowledge about) a certain topic may be able to produce different statements than those who have little or no foreknowledge or experience.

Each interview will be semi-structured, meaning that the participants and I will engage in a meaningful dialogue, and initial questions will be modified when necessary. At the same time, freedom will be given to probe into interesting and important ideas that emerge (Smith and Osborn 2003).

The semi-structured interview will also allow me to change question styles throughout each interview, as some questions may need to be asked in a number of different ways before they connect with a respondent. I will also have the freedom to respond in different ways, with silence, laughter or reflection. As Kvale (1996) points out, much knowledge can be produced through conversation.

Each interview will be recorded with permission of the participant, and will last about one hour. Locations will be arranged according to participants’ convenience, and will be in a quiet café or a space suggested by the participant.

Interviewees will provide insights into the scope of expertise within different organizations, as well as the history and struggles of cycling advocacy in Winnipeg. In addition, these interviews may uncover ways in which other cycling communities can continue to work towards positive change.

Examples of questions that will be asked are as follows:

1. How long, and in what capacity, have you been involved in cycling advocacy in Winnipeg (or beyond)?
2. What inspired you to get involved?
3. What are some of the challenges that face Winnipeg’s cycling community?

4. What are some of the cycling-successes in which you have participated?
5. What made these successful in your eyes?
6. How has your work intersected with that of Bike to the Future?
7. What are the contributions of Bike to the Future to cycling in Winnipeg?
8. What do you think has made Bike to the Future “catch the attention” of both policy makers and citizens?
9. What is your personal vision for cycling in Winnipeg? How could this vision be realized?

Suggestions for interviewees may include (but are not limited to) Bike to the Future members who may also members of these additional organizations:

Winnipeg Trails Committee Chair, member of Bike to the Future
 One Green City
 Bike to the Future Co-Chair(s)
 Co-founder(s) of Bike to the Future
 Resource Conservation Manitoba
 City of Winnipeg
 Manitoba Cycling Association member(s)/historic cycling advocate(s)
 Critical Mass participant(s)
 Participants from community cycling groups

The aforementioned interviews would involve a straightforward ethics review process, as the people interviewed would not be considered to be “vulnerable populations.” I intentionally did not include phrases like “power dynamics” or “city planning” in the questions, as this is a term that will not be known to all. I chose instead to focus on successes and challenges that have affected Winnipeg’s cycling community, and am sure that interview analysis will include themes of power and social networking.

During interview analysis, I anticipate that certain themes will appear. These include values of working together, refusing to compete for funding, networking, sharing a vision, and working at grass roots levels but talking to both grass roots actors and upper-level decision makers. I also hope to piece together a picture of the many cycling initiatives have all contributed to current cycling successes.

As Strauss (1987) writes, the focus of research analysis is not on collecting a mass of information, but on the organization of the countless ideas that have emerged as a result of the collection and ordering process. Because of the diversity of social settings, projects, individual research styles, etc., there exist no strict rules that dictate data analysis (Strauss 1987). Regardless, general guidelines for analysis are necessary, and these will be followed.

Data will be analyzed in a cross-sectional manner, because it is important to find common themes that existed throughout all interviews. Although each individual has a unique history/herstory, it is important to discover how these stories and themes fit together, and how each story connects to the work of Bike to the Future.

In addition to this, I will also use Glaser and Strauss’ concept of “Grounded Theory”, which is a coding process that identifies categories of analysis as they ‘emerge from’ the data (Pope and Mays 2003). This cyclical process takes initial analyses and feeds them into the research, data collection, and theory testing that follows. As each

interview occurs and is transcribed, themes will be recorded and then ‘tested’ during subsequent interviews.

Pope and Mays (2003) refer to “Grounded Theory” analysis as one that moves fluidly between data and theory. Themes found within the interviews will be “backed up” by quotes, but will also address to wider issues of power and empowerment. In other words, literal and interpretive data readings will most likely remain intertwined during data analysis.

Interview data will be coded according to the methods found within Pope and Mays’ (2003) interpretation of Grounded Theory. This process begins with open coding, or an “unrestricted” coding which names general concepts within gathered data. Themes in the first few interviews will be ‘tested’ in subsequent interviews, and as new data builds upon previous data, open coding will continue.

During the ‘axial coding’ phase, the ‘theme lists’ will be combined, and themes will be grouped into similar categories. In this way, relationships between codes will be established and named (Pope and Mays, 2003).

Throughout this process, as more abstract and theoretical elements are incorporated (Pope and Mays, 2003), one or two central themes (or core category) may emerge. These themes will enable more in-depth analysis of the interviews. Interviews will be coded and analyzed with help from the writings of Agger and Löffger (2008). Agger and Löffger’s framework outlining contributions to the democratic process suggest that, while evaluating democratic norms and collaborative processes, the following are helpful criteria:

- Access, inclusion and participation
- Public deliberation
- Democratic adaptation
- Accountability
- The development of democratic identities.

5. LITERATURE REVIEW

Cities are prime spaces for power struggles and imbalance. The built environment (buildings, roads, other infrastructure) as well as economic, social and environmental policies, can hinder or enable development, social interaction, and quality of life. Power is, of course, an elusive concept. It is held individually, collectively, and can (among other things) be wielded, delegated, assumed, enforced, encountered, faced, corrupted and collected. In his 1989 publication of *Planning in the Face of Power*, Forester observes that if planners understand how power and power dynamics work within planning processes, they can improve the quality of their analyses by empowering community members to be involved in the processes that affect them (Forester 2004).

Nine years after this statement was made, Friedmann also called attention to what was “perhaps the biggest problem” in planning theory and comprehension. This is, he claims, “our ambivalence about power,” permeating throughout all major schools of planning thought, including rational, communicative and action-oriented paradigms (Flyvbjerg 2002). Research in subsequent years apparently did little to address both Friedmann and Forester’s power-concerns, because in 2006, Moulaert and Cabaret again brought to light the almost complete absence of the role of power relations in network analysis, and the consequences of “overlooking power relations” in planning (Moulaert

and Cabaret 2006).

Clearly, power must be factored into planning conversations and theories, as its continued invisibility may serve to stealthily co-opt planning processes, promoting continued imbalances and hindering important voices. The following pages will delve into the question of how different types of power and power relations affect and inform planning processes, particularly as power relates to on-road non-motor transport.

Defining power

Two philosophical strains of thought frame much of the planning discourse on power issues. In *Shadows of Power*, Hillier discusses power definitions put forth by both Foucault and Habermas. The latter defines power as the “ability to prevent other individuals or groups from realizing their interests” (Hillier 2002). Habermas’ solution to existing power imbalances clearly lies largely in action. Here, Habermas celebrates theories of communicative action, where both speech and mutual understanding are acquired through discourse and mutual trust (Hillier 2002). According to Habermas, then, power that prevents people from carrying out their interests can be addressed through speech and communication. Physical actions such as teach-ins, protests, and participatory research are also ways to find a voice in the face of imbalanced power.

Foucault, on the other hand, sees power as more of a general ‘matrix’ of intentional force relations. These relations permeate through all of society and are carried out very purposefully (Hillier 2002). In this definition, power is more difficult to pinpoint and equally difficult to address. More extreme interpretations of Foucault’s definition claim that he has elevated power to assume a privileged status, where it becomes the lens through which all concepts and language are understood (Stein and Harper 2003). Although this may be a legitimate critique, Foucault has succeeded in expanding action-oriented definitions of power to honor its complexities and its prevalence in many interactions.

Foucault’s view of power is quite descriptive, whereas Habermas seems to be more solution-oriented, leaning towards normative interpretations of how power should be addressed. Foucault can be critiqued for his emphasis on the overarching influence of power in all relationships. Similarly, Habermas be chided for placing high expectations on communication, and more specifically his “ideal speech” situation, where everyone is allowed to speak, and can speak comprehensibly, truthfully, sincerely and legitimately (Hillier 2002). Such a situation will never exist.

Power Framework: Types and Methods

The following types of powers are labeled *power media*, and are divided up into categories of knowledge, language, the market, politics, and place. As these media channel power in many ways, there are difficulties involved with describing their present or potential influences. These influences are often attached to a specific person or group (i.e. someone who *holds* knowledge) but they can exist relatively autonomously, for example, when referring to the power *of the* market or to Bacon’s statement that knowledge *is* power. It is in these power media that one encounters what Yiftachel et al. (2001) observe in the title of Forester’s book – forces that are largely external, *against* which, *with* which, or *in the face of* which planners must work. There are undoubtedly more types of power media, but the five media pertaining to knowledge, language, the

market, politics, and place are often repeated in planning literature surrounding power discourses.

The above power media are different entities through which power moves, and are related to definitions of that name it as a process. Power methods, on the other hand, correspond with definitions that posit power as a way to achieve desired ends, or hinder others from achieving certain ends. As was previously mentioned, power methods relate to the way in which power is treated by a certain entity, person or group of people, which makes them easier to identify than power media. Here, ways in which powers is sought out, pursued, held, and used for individual or collective gain is encountered. Although there are inevitably more ways of exercising power, the two that will be discussed here seemed most prevalent in planning literature. These correspond to what are named here as *hierarchical* and *matrix-relational* powers; the first is a top-down form of wielding power, whereas the second embraces a more web-like or networking process, that grows as the relationships between stakeholders grows, and becomes a means through which people are empowered 'name' their reality and act to transform their situation (Friere, 2001).

It must be stated here that neither power method is in and of itself negative. Actions involving different power methods have potential to inspire and legislate political and social change, like the Civil Rights movement. They can also encourage collective action and work towards positive ends, as much as they can foster negative situations in which hegemonic advantages are flaunted, people are marginalized and oppressive behaviour continues.

Matrix-relational and networking power

Web-like networking processes, named above as *matrix-relational* powers, incite both celebrative and cautionary insights from current literature. In 1998, Douglass and Friedmann predicted that struggles for collective empowerment "will usher in the next millennium" (1998, 2). They predicted that local contests for power would continue to fuel political life (ibid.). These ideas are also reflected in more recent writings. For example, Sandercock (2003) lists six fragments of radical postmodern planning practice, which include emphases on practical wisdom, people-centred planning, other ways of knowing, community empowerment, multiple publics, and more participatory politics. These struggles value social networking in the quest for power and influence in decision-making processes.

Different authors in planning literature have put forth theories referring to the many ways in which matrix-relational power can be manifested in planning practice. These include (but are not limited to) collaborative, communicative, radical, insurgent, and equity planning. Of these, collaborative planning is considered by Agger and Löffger (2008) to be most applicable for social networking purposes. These authors, however, also quote Healey (2003), who argues that collaborative thinking is just a starting point, and many arguments go beyond the basic idea, and tailor processes to their unique social interests, conflicts, and geographical location (in Agger and Löffger, 2008).

As different types of networking power emerge and gain legitimacy in planning circles, the role of the planner must inevitably change. The legitimacy of the planner as one who 'leads' or 'decides' is continually challenged by those who embody experiential, perceptive, and tacit knowledge. The planner's role may now require the ability to respond to and incorporate this knowledge (Chettiparamb, 2007, 266).

A cautionary critique, however, is brought forth by writings on insurgent planning. Miraftab (2009) notes that inclusive citizenship is a current mantra of neoliberal governance, and insurgent planning's role is to read through the false promises of inclusion embraced by this hierarchical form of global behaviour. To combat this, Miraftab suggests that planners should not confine their practices only to "sanctioned spaces of participation," which include NGOs, community groups, or other formal structures. In this way, innovative oppositional practices emerging from grass roots society will be acknowledged and heard (Miraftab, 2009, 41).

Cycling Networks and power-claiming

As Miraftab suggests, power can be claimed by both sanctioned and non-sanctioned spaces of participation (ibid.). The lines between these spaces, however, may be blurred. For example, voices emerging from grass roots societies may speak out for years before they are acknowledged as legitimate. In addition, "sanctioned" voices may collaborate with "unsanctioned" ones to gather a wider network of support.

In the face of anthropogenic environmental and health crises, one such group finding its voice is comprised of those who (out of choice or necessity) use on-road non-motor transport (the bicycle) on a regular basis. Citizen groups involved with both "sanctioned" and "unsanctioned" cycling advocacy exist across the world, and have set examples for similar groups in other cities.

The League of American Bicyclists (formerly the League of American Wheelmen) is a membership-based organization that was founded in May 31, 1880 in Newport, Rhode Island. Its charter stated its goals to "promote the general interests of bicycling; to ascertain, defend and protect the rights of Wheelmen; and to encourage and facilitate touring" (Perry, 1995, 243). The work of this organization, founded through a meeting of over 150 cyclists, focused on removing regional bans on cycling, and opening public roads and parks to cyclists. Even in the 1880s, legislation and infrastructure were barriers to citizens interested in cycling.

The League's current mission is to "promote bicycling for fun, fitness and transportation and work through advocacy and education for a bicycle-friendly America" (bikeleague.org). This league, now based out of Washington, has advocacy programs at national, state, and local levels that work to educate citizens and promote bicycle friendly communities.

An example of more "unsanctioned" approaches to cycling advocacy can be found in the critical mass rides that are held across the world, typically around 5 pm on the last Friday of every month. The first event of this current wave of action allegedly took place in San Francisco in September 1992 (Wikipedia.org). Participants in this leaderless celebration work towards legitimizing the bicycle's transportation role by claiming: "we don't block traffic, we *are* traffic."

Cycling advocacy across Canada is comprised of citizens from both sanctioned and unsanctioned spaces. Groups include:

- Edmonton Bicycle Commuters (EBC) – This membership-based group has existed since 1980. It seeks to "support the bicycle as a healthy and ecologically sound mode of everyday urban travel" (edmontonbikes.ca). This is done through education, advocacy, and a number of programs dedicated to making cycling easier and more cost effective. One of their initiatives has involved the creation of a do-it-yourself-with-help bike

- repair shop in a central city location.
- Halifax Cycling Coalition – This member-based group is dedicated to changing the circumstances that discourage bicycle use, which includes inadequate cycling facilities, and a lack of education for both cyclists and motorists (cyclehalifax.ca).
- Toronto Cyclists' Union – This member-based group works with citizens, community groups, bike shops and the City to make sure that cycling is a legitimate, accessible, and safe means of transportation (bikeunion.to). This union was formed in 2008, is run by a board and management team, and now employs an executive director.
- Vancouver Area Cycling Coalition – The VACC works “to make cycling an integral part of the transportation culture in the Lower Mainland” (vacc.bc.ca). This member-based coalition has chapters all over the Lower Mainland, and is working to educate and advocate through web communication and skills programs.

Power and Bike Culture

Whether it is by choice or by necessity, a person's mode of transport can simultaneously grant and garner power. With any transport technology, mobility is increased, but this same mobility may be curbed if certain barriers (i.e. road infrastructure, public policy) inhibit or even prohibit its usage. Examples of this can include a lack of connected bicycle routes, road infrastructure that fails to facilitate safe cycling, and undereducated bike and car drivers. The bicycle's efficiency, relative speed, and health and environmental benefits suggest that if these barriers were addressed, many current trends, including traffic congestion, greenhouse gas emissions, and even obesity, may be decreased or even reversed. In addition, the bicycle is the quickest and most energy-efficient mode of transport available (Woodcock et al. 2007).

Why, then, do more people not use bicycles? It is in light of this question that the *Car Culture Problematique* emerges, drawing attention to the environmental, political, social, technological, psychological and cultural problems potentially associated with ‘car culture’. According to Root, this problematique represents a complex mixture of cultural attitudes, behavior and desires (1996) centered around lower occupancy and private motorized vehicle usage. Thus, ‘car culture’ and its set of attitudes and behaviour is what may be at the foundation of so many power imbalances facing cyclists today.

The Tao Te Ching states that:

Nothing under Heaven is as soft and yielding as water.

Yet for attacking the hard and strong, nothing can compare with it.

The weak overcomes the strong. The soft overcomes the hard.

Everyone knows this, but none have the ability to practice it.

—Lao Tzu (1995) (from Tao Te Ching, cited in Booher and Innes 2002: 225)

In Winnipeg, cycling advocates may have found ways in which the “soft” can overcome the “hard.” Years, sometimes decades, of work by these advocates has contributed to the legitimization of cyclists’ voices, and accompanying changes from provincial and municipal bodies. Although much work remains, the networking power accessed by cycling activists, and their approaches to planning in the face of different power types,

should be acknowledged and celebrated.

6. SIGNIFICANCE OF PROPOSED PROJECT

This project will contribute to scholarly planning knowledge and professional practice in a number of ways. First, the power portion of the literature review promises to synthesize planning and power in a new way.

Second, this project will bring issues of power and planning specifically to transportation sectors, and to discussions pertaining to car and bike ‘cultures’. Although this may not be entirely new, there does not seem to be too much literature discussing the power dynamics at work on city streets. Existing literature, however, will be synthesized, and complimented by a Winnipeg/Winter City case study. This case study will outline practical and positive examples of how power has been claimed by cycling networks.

Third, this extensive review will outline concrete examples of how the planning field can contribute to power balancing processes. A section on planning implications, recommendations and “lessons learned” in relation to cycling initiatives will follow the case study.

7. BIASES/LIMITATIONS

My own involvements with the Winnipeg cycling community have inspired this particular case study. I am the secretary of the Board of Directors with Bike to the Future, and was the membership co-coordinator during the 2007/08 year. In addition to this, two years of cycle-commuting down Pembina Highway, one of Winnipeg’s major traffic corridors, has influenced personal thoughts about power, and personal feelings of voicelessness. This commute (and other experiences with motorists and motor vehicles) has fuelled desires to encourage planning that benefits *all* methods of on-road transportation, and not just motorized vehicles. The connections I have with Winnipeg’s cycling community will help with my research, as I can easily contact and interview many knowledgeable and involved people who.

8. SUPERVISORY COMMITTEE

My current supervisor is Rae Bridgman. I appreciate her creative drive, her love for cycling, and her social awareness. Her interests in social mobilization match well with this thesis topic.

A second internal reader is Michael Dudley (MA, MCP), who is currently supervising my reading course on bike culture and transportation planning. Michael is an all-weather cyclist who brings a wealth of knowledge about frameworks, systems, analysis, and bibliographical sources that will make this project deeper and richer. A third reader is Alec Stuart, MCP. Alec is extremely well-versed in environmental issues and planning, and has an insider perspective of decision-making processes at the City of Winnipeg. His work with community groups, and his interest in Bike to the Future is very important to this project.

9. PROPOSED CHAPTER OUTLINE

1. **Introduction**
 - a. **Introduce topic**

- b. **Limitations and assumptions (what I am/am not doing)**
 - c. **Methods**
 - d. **Winnipeg Context**
- 2. **Literature Review**
 - a. **Power in Planning framework development,**
 - i. **Focus on networking power, including sanctioned and unsanctioned actions**
 - b. **Power in transportation planning**
 - c. **Bike Culture**
- 3. **Methods**
 - a. **Case Study**
 - b. **Interviews**
 - c. **Data Analysis methods**
 - d. **Setting the Stage: Cycling Chorology**
- 4. **Analysis**
 - a. **BttF, and Winnipeg Bike Culture in the context of power framework (in progress)**
 - i. **Sanctioned and unsanctioned: Critical Mass Events**
 - ii. **Climate for change: Emergence of BttF's voice**
 - iii. **Networking Power and Social Change**
- 5. **Conclusion**
 - a. **Lessons Learned**
 - b. **Planning Implications and Applications**
 - c. **Future research questions**

10. SCHEDULE AND RESOURCES REQUIRED

November 08: Thesis Proposal First draft (complete)
 December 08: Revision and Second draft of proposal (complete)
 January 09: Revision and Third draft of proposal
 February 5, 09: Review of Ethics questions in Urban Analysis class
 March 18, 09: Meeting of full supervisory committee
 March 19, 09: Ethics Application process
 April - May 09: Finish reading course, complete literature review
 April - May 09: Interviews and transcription
 June 09: Final analysis and interpretation of findings
 July 1 09: Date for first complete draft
 July – October 09: Revision period (ideally will be shorter)
 November 2009: Submission of thesis to supervisory committee
 December 2009: Anticipated date of oral defense

Resources required:

I have received a Manitoba Graduate Scholarship for the '08/09 school year. This scholarship is \$10,000 with a \$5,000 possibility of renewal in April. I will apply for additional scholarships and bursaries in order to further cover living expenses for my family and me.

10. LIST OF REFERENCES

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