

# Bike Winnipeg – 2013 Annual General Meeting

Saturday, November 16, 2013, 1:00 PM  
Centre Culturel Franco-Manitobain, 340 Provencher Blvd

## Minutes

**Members present (41):** Jeremy Hull (meeting co-chair), Kevin Miller (Secretary), Bill Newman (Treasurer), Chris Chypyha (Director), Dave Elmore (Director), Jim Falloon (Director), Kaye Grant (Director), Loren Brul (Director), Mark Cohoe (Executive Director), Amanda San Filippo (Bicycle Valet Winnipeg), Anders Swanson, Janice Lukes, Julie Turenne-Maynard, Jason Carter, Philip Wolfart, John Anderson, Jim Parker, Jackie Collett, Dustin Dufour, Stéphane Dorge, Amadee Ardour, David Meagher, Bev Peters, Anne Mahdi, Amy Tibbs, Ian Walker, Jim Chapryk, Laura Donatelli, Melissa Sitter, Adele Stiles, Dale Stiles, Guy Bonnetta, Ken Schykulski, Roger LaRiviere, Zenon Gagné, Jaret Olford, Michael King, Erin King, Rowena Fisher, Gary Liao, Winston Harding

**Non-members present (6):** Fabian Suarez-Amaya, Walter Kulchyski, Sam Labun, Michael Zajac, Craig Adol, Jane Stewart

**Members regrets:** Charles Feaver (Director), John Wilmott, Kevin Champagne

**Non-members regrets:** Mayor Sam Katz, Councillor Justin Swandel, Councillor Brian Mayes, Councillor Paula Havixbeck, Councillor Dan Vandal, Councillor Jenny Gerbasi, Councillor Jeff Browaty, Councillor Devi Sharma, Premier Greg Selinger, Conservation Minister Gord Mackintosh, Family Services Minister Kerri Irwin-Ross, City of Winnipeg Minister Kevin Chief, Provincial MLA Heather Stefanson

### 1. Welcome & Introductions

- The AGM was called to order at 1:15 PM, everyone introduced themselves, and the purpose of the AGM was explained.

### 2. Adoption of minutes from the 2012 AGM on November 20, 2012

**Motion** to adopt the minutes ([bikewinnipeg.ca/about-us/annual-general-meeting-minutes](http://bikewinnipeg.ca/about-us/annual-general-meeting-minutes)).

**Moved:** Jim Parker. **Seconded:** John Anderson. **Passed with consensus.**

### 3. Presentation of Directors' Annual Reports / Celebration of Achievements:

- **Co-Chair:** Jeremy Hull (report attached)
- **Safety & Education Committee:** Dave Elmore (report attached)
  - There was a brief discussion about the 1 metre passing distance.
  - John Anderson mentioned that MPI supported Bike to School Week by exposing kids at some schools to their Cycling Champions program and bicycle safety.
- **Provincial Committee:** Jeremy Hull for Charles Feaver (report attached)
- **Executive Director:** Mark Cohoe (report attached). [Mark's Powerpoint presentation](#)
  - A couple of Board members pointed out that Mark is only paid for 15 hours work per week, but he does significantly more work than that. Volunteers are needed for outreach, advocacy, and other opportunities, so please contact us when you see volunteer opportunities, especially when they pertain to areas of the city that you often cycle through.
- **Bicycle Valet Winnipeg:** Amanda San Filippo
  - Amanda's report is at [bikewinnipeg.ca/about-us/annual-general-meeting-minutes](http://bikewinnipeg.ca/about-us/annual-general-meeting-minutes).
  - Amanda briefly gave an oral summary of Bicycle Valet Winnipeg's 4<sup>th</sup> year (2013).

**Motion** to accept all reports. **Moved:** Jason Carter. **Seconded:** Dave Elmore. **Passed with consensus.**

### 4. Presentation of Annual Financial Statement

- Bill Newman presented the year-end financial statement – April 1, 2012 to March 31, 2013 (attached), and also the October 2013 Treasurer's Report (attached). More detailed financial reports are available on our website ([bikewinnipeg.ca/about-us/financial-reports](http://bikewinnipeg.ca/about-us/financial-reports))
- We had a ~\$3000 deficit because we began paying for an Executive Director in 2012-2013. Fortunately, we have a healthy accumulated surplus, but we cannot continue to withdraw from it indefinitely. We need a source of income (donations, etc) to pay for the vital work our Executive Director does. Most grants are not available to pay for ongoing operations, but rather are targeted to a particular project or deliverable.

**Motion** to accept the financial statement. **Moved:** Jason Carter. **Seconded:** Dave Elmore. **Passed with consensus.**

## 5. Resolutions to amend our Organizational Bylaws

### 1) Resolution to change the Name of the Organization

*Whereas* the Board of Directors voted at the April monthly meeting to change the name of the organization from Bike to the Future to Bike Winnipeg; and  
*Whereas* the organization has adopted a new logo at the May monthly meeting; and  
*Whereas* the organization has operated under the name of Bike Winnipeg since the May monthly meeting;  
**Therefore** be it resolved that the by-laws of the organization be amended to state the name of the organization as “Bike Winnipeg,” replacing the name “Bike to the Future” wherever it appears in the by-laws, and that the necessary documents be filed with the Companies Office for the purpose of changing the name of the organization from Bike to the Future Inc. to Bike Winnipeg Inc.

The amended by-laws can be viewed [here](#). Our existing by-laws can be viewed [here](#).

**Motion** to adopt this resolution. **Moved:** Kaye Grant. **Seconded:** Jason Carter. **Passed with consensus.**

### 2) Resolution to set Sub-Committee Terms of Reference

*Whereas* the organization has grown substantially in the past six years; and  
*Whereas* it is desirous for some of the work of the organization to be performed by committees; and  
*Whereas* committees represent an opportunity for members to become more involved in the work of the organization; and  
*Whereas* the work of a committee benefits from a clear mandate and a clear description of its authority;  
**Therefore** be it resolved that the members adopt the Terms of Reference presented.

The draft sub-committee terms of reference can be viewed [here](#).

**Motion** to adopt this resolution. **Moved:** Philip Wolfart. **Seconded:** Kaye Grant. **Passed with consensus.**

There were a few questions about the committees in the Terms of Reference, which Loren Braul answered.

## 6. Election of a new Board of Directors

### Current Board of Directors

- Co-Chair: Jeremy Hull – has completed 1 year of a two-year term.
- Co-Chair: vacant.
- Secretary: Kevin Miller – has completed 3 two-year terms on the Board, so he is not eligible for re-election.
- Treasurer: Bill Newman – has completed 1 year of a two-year term.
- Directors (8):
  - Dave Elmore – has completed 3 two-year terms on the Board, so he is not eligible for re-election.
  - Charles Feaver – has completed 2 two-year terms on the Board. He is re-running.
  - Chris Chypyha – has completed a two-year term and is not re-running.
  - Loren Brault, Kaye Grant, Jim Falloon -- have completed 1 year of a two-year term.
  - Two positions are vacant.

Therefore, we have 6 positions to be filled: Co-Chair, Secretary, 4 Directors.

### Nominations

Director: Amy Tibbs, Zenon Gagne, Jackie Collette, Dave Meagher, Laura Donatelli.

Secretary: Ian Walker

- The backgrounds and qualifications of all nominees were presented.
- We pointed out that we did not have a nomination for Co-Chair, and we had 5 nominations for 4 Director openings. Laura Donatelli offered to withdraw her nomination.
- Much discussion ensued. A consensus emerged: It is positive that the nominees are all either younger or female or both (to balance the generally older and male other Board members), and that it would be very positive for one Co-Chair to be female.
- Kevin Miller nominated Kaye Grant for Co-Chair. Kaye resigned her Director position and accepted the Co-Chair nomination. We now had nominations for all Board openings.

### Board of Directors slate

- Co-Chair: Jeremy Hull – is entering the 2<sup>nd</sup> year of a two-year term.
- Co-Chair: Kaye Grant – is nominated for a two-year term.
- Secretary: Ian Walker – is nominated for a two-year term.
- Treasurer: Bill Newman – is entering the 2<sup>nd</sup> year of a two-year term.
- Directors (8):
  - Loren Brault, Jim Falloon – are entering the 2<sup>nd</sup> year of a two-year term.
  - Charles Feaver, Amy Tibbs, Zenon Gagné, Jackie Collett, Dave Meagher, Laura Donatelli – are nominated for a two-year term.

**Motion** to endorse the Board of Directors slate: Jim Parker. **Second:** Jim Chapryk. **Passed with consensus.**

Thanks to departing Board Members for their service to Bike to the Future / Bike Winnipeg:

- Kevin Miller is a founder of Bike to the Future / Bike Winnipeg (September 2006), founding Director (May 2007), and served on the Board for 6 ½ years, including 4 ½ years as Co-Chair and 2 years as Secretary.
- Dave Elmore is a founder of Bike to the Future / Bike Winnipeg (September 2006), founding Director (May 2007), and served on the Board for 6 ½ years as Director of the Safety & Education Committee.
- Chris Chypyha served a two-year term as Director.
- Curt Hull, who resigned as a Director in May 2013, was a founding Director of Bike to the Future / Bike Winnipeg (May 2007) and served on the Board for 6 years, including 2 ½ years as Treasurer and 2 years as Co-Chair.
- Tom McMahon, who resigned as Co-Chair in June 2013, served on the Board for 2 ½ years, including 1 ½ years as Co-Chair.
- Barrett Ens, who resigned as a Director in August 2013, served on the Board for almost two years.

## 7. Call for adjournment at 3:02 PM

**Moved:** Kevin Miller. **Seconded:** Jeremy Hull. **Passed with consensus.**

# **Bike to the Future / Bike Winnipeg Developments – Nov 2012 to Nov 2013**

by Jeremy Hull, Co-Chair

## **Cycling growth in Winnipeg**

- The National Household Survey showed that 2.0% of Winnipeggers commute by bicycle (as of 2011),
- We are now tied with Saskatoon as the third highest in Canada.
- According to the Census and the NHS, from 2006-2011 commuter cycling grew more quickly in Winnipeg than in any city in Canada.
- We conducted our 7<sup>th</sup> annual spring bike counts in April, May and June.
- The analysis showed a 12% increase in commuter cycling between 2012 and 2013.

## **Board strategy session – January 2013**

- 4 temporary committees were formed.
- Awareness committee led to a new logo and proposed name change.
- Fundraising committee led to our first annual budget for 2013-2014.
- Fundraising activities included two concerts and proposals to ACU and MEC (grants received).

## **Executive Director contract**

- In October we signed a contract with Mark as a ¼ time paid Executive Director.
- Hours increased by 50% in April.
- Performance review took place in the summer, new contract drafted.

## **Bicycle Valet Winnipeg**

- Contract for BVW administrator (Amanda) was reviewed and revised for the 2013-2014 year.
- BVW expanded their level of activity, particularly at Bombers games and hired an additional person to help with the work load.
- They received lots of positive press during early Bombers games.

## **New Governance Structure proposed**

- Terms of reference for a new set of committees were developed, to be implemented over the coming year.
- New committee structure is designed to establish more efficient governance structure.
- Directors are asked to sit on these committees along with other members.

## **Winter Cycling Events**

- We helped support several new winter cycling events including Jack Frost Challenge (the winter commuter challenge) and Winter Bike to Work Day.
- Financial support was provided to Anders Swanson to travel to Finland for the first international winter cycling conference.
- Anders made a presentation on his trip and has helped bring the next winter cycling conference to Winnipeg this January.

# **Safety and Education Committee report – 2012-2013**

by Dave Elmore, Safety and Education Committee Director

Once again this year there was some progress on safety and education, but we remain a long way from having an effective and sustainable program in Winnipeg. Last year we were able to expand our available resources (Can-Bike instructors) through funding from Manitoba Cycling Association (MPI) and Cycling Canada, however there remains no regular program of cycling education to actually make use of the skills they have developed. MPI continues to promote their Cycling Champion courses, however uptake is still not significant.

The other project that we were involved with in past years that seems close to fruition is the educational video being done through Manitoba Cycling Association (MCA). The video itself is more or less complete but has not officially been released as the Manitoba Government is challenging the video indicating that a cyclist's position should be 1 meter from the curb. At this time it is not clear when this will be finally resolved and the video released.

The Safety and Education Committee in concert with the Fundraising Committee has been examining options to offering sustainable/affordable program of cycling safety and skills, however it remains clear that this will not happen without some funding support. It might be possible to sustain a well developed program once it is established, but Bike Winnipeg is not in a financial position to carry this kind of program until it becomes self sufficient.

The safety of cyclists is a subject of constantly discussion; however the solutions are always related to infrastructure. We need to continue to support the development of better infrastructure, but we need also push for education. It will be many years before cyclists will be able to traverse the city on any kind of dedicated infrastructure, so in the meantime education is a key component to keeping them safe.

## **Current Education Programs**

Bike Winnipeg remains committed to the Can-Bike safety and skills program. Our current resources in this area remain:

- 10 certified CAN-Bike 2 instructors
- 5 Can-Bike 1 instructor (Completed CAN-Bike 2 course)
- 1 Can-Bike Master Instructor (Dave)

Can-Bike is fairly extensive and time consuming so several years ago the Safety and Education committee developed a 3 module course which parallels the Can-Bike theory and practice. The modules are designed to allow cyclists to select a level/course that is appropriate to their skill level and knowledge. The 3 modules include:

- Module 1 - Basic safe cycling & road positioning
- Module 2 - Road positioning and multi-lane, arterial riding
- Module 3 - Understanding and maintaining your bike

These modules have been used as the basis for offering cycling safety and skills courses through the Leisure Guide for the past 5 years. These 4 hour modules have been offered to both beginners and intermediate cyclists with some success. Registration has been hampered due to poor placement of the course in the Leisure Guide and a lack of knowledge on the part of Winnipeggers that there is even such a course available.

These modules were also the basis for the development of the MPI Cycling Champions course. This course was developed for MPI by Bike Winnipeg and is administered by MPI directly. It is essentially modules 1 and 2 combined into a full day course and is delivered by some of the Can-Bike instructors indicated above.

## **The Past Year at a Glance**

### **Leisure Guide Courses**

In the spring of 2013 Bike Winnipeg provided cycling skills courses through the Leisure Guide. As in the past we offered both a beginners course and intermediate rider's course. Registration for the beginner's course was not sufficient and so that course was cancelled however the intermediate rider course was full with 12 participants. Registration for these courses continues to be problematic. The Leisure Guide receives wide distribution, however placement of the program in the guide is poor and for the most part people are not even aware the program exists. Those that happily stumble upon it have provided very positive feedback.

## **MPI's "Cycling Champion" Course**

Registration for this program has remained slow however it is at least a course that can be offered on a regular basis providing there is sufficient interest. The course is 8 hours in duration and provides participants with most of what they would learn in a CAN-Bike 2 course, however with a reduced on-road component. It does not provide them with any certification as an instructor, but MPI's hope is that they spread the word of safe cycling practices within their particular workplace or community. As this program is administered by MPI directly it will have little to do with Bike Winnipeg as we move forward other than it utilizes instructors that are Bike Winnipeg members.

## **Can-Bike Safety Video**

As indicated this video is completed but not yet officially released. The final video is very well done, however there are a few areas that could have been improved in my opinion. Some of the comments on the final product which I forwarded to MCA are minor while others I believe are something that CAN-Bike needs to consider in their teachings. One item that jumped out was the clear distance from parked cars being stated as 1 meter. This distance does not take a cyclist's outside of the door zone, it is however consistent with CAN-Bike teachings. I generally teach people to stay 1.5 meters from parked cars. There were some other areas that I felt needed more clarity and/or improvement however at this point the video will not be changed. I have also forwarded my comments to Cycling Canada as I feel some of them need to be considered when reviewing the Can-Bike curriculum (which is on-going).

## **Going Forward**

### **Need for Education**

As I step away from my role as the director of safety and education, the numbers of people riding bikes in Winnipeg continues to grow, and yet we still have seen little interest in educating those cyclists. We have seen significant improvement in infrastructure however realistically it will be many years before we have the kind of interconnected bicycle network that is needed. In the meantime we will continue to share roads with motor vehicles and so better education of both drivers and cyclists is a necessity. Education is far less expensive than infrastructure development and for the most part remains an unexplored solution to making cycling safer.

There has been discussion of Bike Winnipeg taking a lead role in offering such cycling education; however we need a funding base in order to establish such a program. We need to continue to lobby the province, Manitoba Public Insurance (MPI), and the City of Winnipeg to take cycling education seriously. We need to have financial support to develop a program of cycling courses that will be both effective and sustainable. It simply won't be done based on good will and volunteer effort. We also need to continue to push for cycling education programs in schools.

The other side of education is of course drivers and while our recent efforts to get MPI to improve the messaging that it provides to drivers has been somewhat unsuccessful, we need to continue to work with MPI on improving both their message and their driver training program.

### **The Leisure Guide Courses**

We have discussed options for expansion of these courses with the City, however they have not indicated any interest at this point. We feel that if the program could be offered in a wide variety of locations around Winnipeg that the potential for uptake would be significantly increased. In addition, if there were more course offerings listed they would be more easily noticed by Winnipeggers looking through the guide for potential courses that they might be interested in. If there were offerings in more locations where people could simply ride their bikes to the course, more people would likely register. Currently participants from other areas of the city are forced to load up their bike and drive across the city to take the course. It is no doubt a significant barrier to registration.

If the city remains uninterested in expanding the courses, our future involvement in programs through the Leisure Guide would seem questionable. While it was originally a good opportunity to reach some cyclists and establish the value of our course, at this point expanding the reach of cycling education is where we need to go. We also need to consider that the fees paid by participants for the course is a barrier for many low income people.

## **Can-Bike**

The Can-Bike program continues to gain momentum at Cycling Canada, however here in Manitoba it has not taken hold. I believe that it should remain the basis of cycling education, however as indicated earlier it is a very detailed and time consuming course, one that not many people are going to take unless they are interested in becoming an instructor. The module approach that Bike Winnipeg has developed would be more palatable for most people as it allows them to select the level of knowledge that they require. It also would of course make costs for taking a course far less expensive than taking a full Can-Bike 2 course (16 hours). And while taking all of the modules would essentially allow someone to complete the Can-Bike course, unfortunately Cycling Canada is not in favour of a module type approach.

The fact that Can-Bike is getting more attention at the national level also changes things for the program materials that we have been using. Up until now we have used many of the graphics that were originally included in a shared Can-Bike 2 course presentation. Our presentations of course were originally branded BttF but we are going to have to change this if we continue to use those graphics. The Can-Bike program is the property of Cycling Canada and at this point it would appear that we will have to change any of the materials that we have developed (handouts, presentations, etc) to a Cycling Canada, Can-Bike program branding. Discussions on this were initiated with Cycling Canada but have not yet been clarified. My hope remains that co-branding will be acceptable however this has yet to be resolved. In the meantime the materials that were developed should be revised to indicate the Can-Bike logo.

## **Provincial Committee report – Nov 2012 to Nov 2013**

by Jeremy Hull, Co-Chair (for Charles Feaver, Provincial Committee Director)

### **Provincial Highway Traffic Act amendments**

- The province made changes to HTA to allow for bike lanes, and keeping the wording “as far right as practicable” in the regulations.
- We asked for changes to allow municipalities to have lower speed limits in residential areas, and to define a safe passing distance of at least one metre.
- We responded to provincial consultations on increasing speeds for various roads – our response called for speeds to be reduced.
- The province has accepted our recommendations to include a safe passing distance in the HTA to this point.

### **PUB Hearings on MPI**

- As a result of our participation in the 2012 PUB hearings, MPI was ordered to host a conference on safety of vulnerable road users (cyclists and pedestrians), but the order was later reversed at MPI's request and no conference took place.
- We made an effort to gain intervener status in the 2013 PUB hearings, but this was not allowed, so we worked with the Consumer's Association of Canada who asked questions of MPI on our behalf.
- Dave Elmore and Jason Carter made a presentations for Bike Winnipeg.
- MPI in their final statement rejected our arguments that they take a lead on improving safety and education for cyclists, limiting their role to the education of young drivers.
- We are waiting for the PUB's decisions on the various arguments, expected in December.

### **Bus Ad Campaign**

- In the absence of action from the province, we developed a campaign to design and fund ads calling for drivers to give cyclists at least 3 metres clearance when passing.
- Ads saying “please don't squeeze” were placed on the backs of 30 city buses in June and July.
- More than 50 cyclists contributed \$5,888 to this campaign through The Wrench. In addition, Bike Winnipeg collected \$2,350 from Tire Stewardship Manitoba and the Manitoba Cycling Association.

### **MPI Driver Handbook & Website**

- On the other hand, MPI revised the driver handbook and the education materials on their web site along the lines that we recommended. MPI now suggests allowing a metre from the curb as part of “as close as practicable”, they recommend allowing at least one metre when passing a cyclist, and they show cars changing lanes to pass.

### **Presentations to Provincial Government**

- In April we made presentations to both the Progressive Conservative and the NDP caucuses, restating many of our previous positions and concerns, and calling on them to show leadership on AT and cycling issues.
- In May we met with Jim Rondeau, then Minister of Healthy Living, who was seeking our collaboration on promoting helmet wearing. He was open to collaboration to promote cycling, but said the money would have to come from somewhere else.

# 2013 Executive Director's Report

by Mark Cohoe, Executive Director

It's been a pleasure to act as Bike Winnipeg's first Executive Director over the last 12 months. We have continued to grow over the past year, and have worked hard to create a bigger presence for ourselves within the general public, in various levels of government, amongst like-minded non-profit organizations, and within the professional planning, engineering and design community. Our advocacy work has covered a range of topics of great importance to cyclists in Winnipeg and Manitoba, and has led to substantial investments in cycling infrastructure as well as important changes in the messaging being sent to drivers with respect to cyclists. Bike Winnipeg continues to be the go to source when media are looking for commentary on cycling related issues, receiving several media requests a month.

This has only been possible because of the generous financial support of our members and sponsors, and the dedication of our board and the many other volunteers who dedicate their time and talent to help make cycling in Winnipeg a safe, enjoyable, accessible and convenient transportation choice year-round.

## Administrative Tasks

### Rebranding

While the decision to rebrand Bike to the Future as Bike Winnipeg was hard choice to make, it has proven to be successful. Thanks should go out to Tom McMahon for spearheading this effort and to Dimension Display for providing our new logo.

### Website Redevelopment

The redesign of our website was a major task over the last year. The move to the WordPress platform has allowed us to enhance communications with members and the general public while providing directors an easily understood interface that allows them to create their own content. As we expand on our committee work, this will be an increasingly important feature of the new website. There are still a few major sections of the website that need to be filled in, particularly the riding tips and projects sections. That work will continue in 2014. Thanks to Assiniboine Credit Union for providing the funding to make this possible and to Kevin Miller for years of volunteer entry work maintaining the old website.

### Mailing List Migration

The migration of our mailing list from Mailman to Mailchimp was a fair bit simpler than the migration of the old website, but no less significant. This new platform provides us with a much friendlier interface and a far richer final product. Mailchimp also provides us with tracking tools, better integration with our website and social media, the potential to integrate membership, volunteer, and donor information, and a chance to present members with policy or cycling related surveys.

### Social Media

Over the past year, we have greatly extended our presence on Facebook and Twitter (thanks to Loren Braul). Our Facebook likes have more than doubled over the past year to 291, while our Twitter followers have exceeded 550. Our weekly reach on Facebook stands at around 500. There is considerable room for growth in our Facebook presence, particularly through encouragement of more comments and the integration of surveys and donations.

### Budget

For the first time, Bike Winnipeg produced a budget to help provide accountability in 2013. We will need to continue the budgeting process by monitoring our financial performance throughout the year and making adjustments as necessary.

## Professional Development

As with previous years, Bike Winnipeg partnered with the Green Action Centre to host the Association of Pedestrian and Bicycle Professional's monthly webinar series. These webinars are an important tool helping us advance best practices related to cycling and present lessons learned from around the world to local transportation professionals and advocates. In 2013 we added a 3-part webinar series covering updates to the NACTO urban bikeway design guide.

## Outreach

### General Public

We were able to expand our public outreach over the last year making use of the display trailer to attend various festivals and forums. These events have been the major source of new mailing list subscribers and help build awareness of Bike Winnipeg and cycling throughout Winnipeg. Over the past year, we have participated in the following events:

- Ice it to Work Day
- Winnipeg Transit Riders' Association Forum
- U of W Grass Routes Sustainability Festival
- Riverview Ride of Hope
- Happy Days on Henderson
- PrideFest
- City of Winnipeg Bicycle Auction
- MEC Bikefest
- Bike to Work Day
- Sherbrook Street Festival
- Ciclovía
- Disraeli AT Bridge Opening

Future plans should aim to better incorporate our advocacy and education goals with display trailer outreach events.

We also put on or helped put on a number of events over the year.

- Kickstand
- Winter Fundraising Concert
- Jane's Walk
- Bike Shorts
- Bike to Work Day
- ArtBike
- Fall Fundraising Concert
- Bike Winnipeg AGM

There are limited opportunities to expand our outreach, but for next year we can try and add the following:

- Bomber Games & Other Bicycle Valet Winnipeg Events
- Ellice Street Festival
- Canada Day
- Bannatyne Festival

### Community Groups

One of our strategic goals over the past year was to partner with neighbourhood organizations. To that end, we have worked with the following groups to help build awareness of our mission and advance the interests of cyclists.

- Winnipeg Adult Education Cycle Commuters
- Elmwood/EK Chalmers Neighbourhood Association
- Sisler High School Sustainability Conference
- Canadian Science Centre for Human and Animal Health – Virology Lab
- UWSA BikeLab Advocacy Committee
- Transition St. Boniface

## Fundraising

As a non-charitable non-profit, fundraising has always been a challenge for Bike Winnipeg. In the past year, we received generous grants and sponsorships from Assiniboine Credit Union (McPhillips Greenway Project), Mountain Equipment Co-op (Partnership Agreement), and Tire Stewardship Manitoba (Safe Passing Bus Ads) in 2013. These grants and sponsorships provide us with the majority of our funding. If we wish to grow, we will have to increase our fundraising, particularly unencumbered funding.

## **Winter Fundraising Concert**

In February 2013, Bike Winnipeg partnered with the Winnipeg Adult Education Centre's (WAEC) Cycling Commuter club to put on a very successful concert featuring Red Moon Road. We earned close to \$950 from the concert, while another \$1,400 was raised for the WAEC Cycle Commuters to help them provide bicycles and cycling skills education for their students.

## **Fall Fundraising Concert**

Our October fundraising concert was a lot less successful than the winter concert. For future fundraising activities, we should consider partnering with another organization again; make sure to plan for a Saturday event, and target an older audience more in line with our existing membership.

## **Memberships/Donations**

While the redesigned website and migration to MailChimp have helped attract new members and donors, our numbers for new memberships and donations have been disappointing. We will need to review our membership structure in 2014, and follow that up with a substantial membership/donation drive in the spring of 2014.

# **Advocacy**

## **Planning**

### **Pedestrian & Cycling Strategies**

The sudden cancellation of the already awarded City of Winnipeg Pedestrian and Cycling Strategies contract was a low point over the past year. Bike Winnipeg advocated hard to ensure work on this critical planning document was restarted, and will work with the consultants to help develop strategies that provide a clear blueprint to substantially improve the state of cycling in Winnipeg over the next 20 to 25 years.

### **Charleswood Transportation Study**

Bike Winnipeg presented a substantial submission as part of the Charleswood Transportation Study pointing to substantial omission of pedestrian and cycling infrastructure in the draft report prepared by the consultants (something that has been a recurring theme in City of Winnipeg planning). We will continue to press for the changes requested in that submission, and to ask that future consultations do a better job recognizing and adhering to existing plans and policies.

### **Corydon-Osborne Neighbourhood Plan**

The Corydon-Osborne plan is yet another planning process that was stopped mid-stream and restarted because of strong public pressure to complete the planning process. We have put together a substantial submission outlining a vision for a neighbourhood plan that would meet the transportation needs of pedestrians, cyclists, transit users, and motorized vehicles, and will work to make sure that our vision is incorporated into the neighbourhood plan and eventually implemented.

### **City of Winnipeg Budget Presentations**

The City of Winnipeg budget for cycling infrastructure remains woefully inadequate to meet the city's own stated goals of a transportation system that supports active, accessible and healthy lifestyle options. Bike Winnipeg prepared and presented before the 2013 City of Winnipeg budget process, took part in 2014 pre-budget consultations (including a pre-budget submission).

## **Legislation & Policy**

### **30 km/hr. residential speed limits**

Bike Winnipeg supported the motion to reduce residential speed limits to 40km/hr. and continues to advocate for lower speed limits on residential streets.

### **Minimum Passing Distances**

Bike Winnipeg efforts over the last several years (through membership on the SCAT committee, presentations before the PUB, and direct consultations with MPI) changes to MPIs messaging with regard to expected positioning of cyclists on the roadway and the need to give at least one meter when passing cyclists, including messaging explaining that safe passage of cyclists may require you to change the lane. Thanks to the generous support of our membership and the wider cycling community, we were able to follow up on this by partnering with the Wrench and the Manitoba Cycling Association to run a number of bus ads asking motorists to give at least one metre of space when passing cyclists.

## **Infrastructure**

### **Southwest Transitway**

Consistent messaging on the need for the inclusion of fully separated cycling facilities along the full length of the southwest transitway may finally be paying off. Preliminary designs show that we will see separated cycling facilities in the second stage of the southwest transitway, although we need to remain vigilant to ensure their fulfillment.

### **Pembina Underpass**

Long term advocacy of Bike Winnipeg has resulted in the recommendation of a functional design for the Pembina Highway Underpass rehabilitation project that, if implemented, will see one of the city's worst intersections for cyclists turned into one of its best.

### **Pembina Buffered Bicycle Lanes**

The installation of buffered bicycle lanes along Pembina between Chevrier and Plaza were certainly a highlight from the previous year.

### **Kilcona Park**

Bike Winnipeg volunteers have been advocating for improved bicycle access within and to Kilcona Park as part of its redevelopment.

### **Plessis Road Underpass**

Volunteer efforts from Bike Winnipeg members and directors ensured that the widening of Plessis and corresponding underpass beneath the CN rail line include provisions for cyclists.

### **Panet/Molson widening**

We took part in consultations on the widening of Panet/Molson and submitted recommendations to more adequately serve the needs of cyclists.

# Bike Winnipeg – Annual Financial Report

by Bill Newman, Treasurer

## for year ending March 31, 2013

This is a summary of the financial activity and financial position of the organization for the period

**April 1, 2012 to March 31, 2013.**

### Income

Memberships, donations, interest	\$1088.85
Fund raising, fall concert	6063.64
Grants	25,500.00
Education, Skills course	10,899.74
Bicycle Valet	12,153.31
<b>Total Income</b>	<b>\$55,705.54</b>

### Expenses

Bank fees	\$37.38
Fees and Legal	75.00
Staff contract	5,116.65
Professional development	1,850.00
Board expenses	52.27
Advertising and promotion	4,394.33
Fundraising	4,477.05
Projects, Wrench event	450.00
Education, Skills course	9600.00
Bike to Work Day flow through	20,000.00
Bicycle Valet	12,728.28
Staff contracts	7,815.44
Operations, volunteers	783.50
Storage and Transportation	661.65
Advertising	508.64
Insurance	904.15
Depreciation	2054.90

**Total Expenses** **\$58,780.96**

**Net income/(loss)** **(\$3,075.42)**

### Notes

Bike to Work Day was flow through grant money for the **next** financial year. It shows up as income and expense.

# Bike Winnipeg – Treasurer's Report for October 2013

by Bill Newman, Treasurer

presented on November 16, 2013

This is a brief summary of the financial activity and position of the organization for the month. It includes all items reported to date. Subsequent information may alter the final picture for the month.

## Activity for the month of October 2013

### Income

Memberships, donations, interest	\$184.35
Fund raising, fall concert	2,192.35
Bicycle Valet	507.50
<b>Total Income</b>	<b>\$2,884.20</b>

### Expenses

Bank fees	\$8.84
Staff contract	1170.00
Board expenses	\$125.00
Fund raising, fall concert	1,823.03
Bicycle Valet	1,275.16
Staff contracts	1,225.75
Storage	40.00
Transportation	9.41
<b>Total Expenses</b>	<b>\$4,402.03</b>

**Net income/(loss)** **(\$1,517.83)**

## Financial position as of 2013-10-31

Cash assets	\$4,691.47
Bike valet receivable	7,440.81
Less current liabilities	<u>(1,353.16)</u>
<b>Funds available</b>	<b>\$10,779.12</b>

Fixed assets and inventory \$11,687.95  
**Retained earnings (net worth)** **\$22,467.07**