

# Bike Winnipeg Monthly Meeting

October 8, 2013 – 5:30 to 6:45 PM  
Sport for Life Centre, 145 Pacific Ave

## Minutes

### Directors:

**Present:** Jeremy Hull (chair), Kevin Miller (notes taker), Kaye Grant, Loren Brault, Jim Falloon, Dave Elmore (leave at 6:30), Chris Chypyha (arrive at 5:46), Bill Newman (arrive at 5:51)

**Regrets:** Charles Feaver

### Members

**Present:** Mark Cohoe (Executive Director), Amanda San Filippo (Bicycle Valet Winnipeg – arrive at 5:54), Anne Mahdi, Philip Wolfart, Currie Gillespie (arrive at 5:46), Jason Carter (arrive at 5:46), Anders Swanson (arrive at 5:54)

**Non Members:** Zenon Gagne

### 1. Welcome and Introductions

- All attendees introduced themselves.

### 2. Approve the Agenda

- Done by consensus.

### 3. Approval of Minutes from the previous Monthly Meeting

- The September Monthly Meeting minutes have been posted at [bikewinnipeg.ca](http://bikewinnipeg.ca) for 2 weeks. They were briefly reviewed and then approved by consensus.

### 4. Financial report – Bill

- Bill's *Treasurer's Report* is attached.
- Bill has written off the 51 unsold Bike to the Future T-shirts from 2008 because they no longer represent us (Bike Winnipeg). He'll retrieve the T-shirts from Don English and bring them to the AGM for liquidation.
- Bill has produced/ordered 100 "Bike Winnipeg" buttons for \$55 and suggests giving them to volunteers and donors.

### 5. Executive Director's report -- Mark

- Mark's report is attached.
- This afternoon the City invited Mark to serve as Bike Winnipeg's rep on the Public Advisory Committee. He will have to balance the committee's confidentiality with keeping us informed of issues.
- Mark has also been invited to serve as Bike Winnipeg's rep on the recently announced Provincial AT Committee.
- **Motion to purchase the [ibikeivote.ca](http://ibikeivote.ca) domain: Mark. Second: Jim. Approved by consensus.**  
A domain usually costs \$25, but Zenon suggested <http://10dollar.ca>.

### 6. Bicycle Valet Winnipeg – Amanda

- The number of bikes handled at Blue Bomber games has far exceeded expectations, so we've asked them to increase their contracted payment to us. They will, but only by a small amount. Next year's contract will reflect the amount of work we do for them. Having said this, the team's abysmal on-field performance has resulted in a steady decline in attendance and therefore BVW work.
- Amanda will soon distribute a report of BVW work this summer, including hours worked by volunteers.

### 7. Public Utilities Board Hearings into Manitoba Public Insurance's rates -- Jason

- Jason reviewed our involvement with the hearings during the past two years.
- The hearings are in progress. Jason presented an update. Things are progressing quite well.

### 8. Terms of Reference project – New Committee Structure – Loren & Kaye

- Loren reviewed the current version of the document, which includes comments received in the past month.
  - There are 7 proposed committees, each with at least 2 directors.
  - The expectation is that, with more work being done at the committee level, the Board will meet less often.
- Jason and Anders each expressed comments and suggestions. Some discussion occurred. **Please send comments to [loren@bikewinnipeg.ca](mailto:loren@bikewinnipeg.ca) and [kaye@bikewinnipeg.ca](mailto:kaye@bikewinnipeg.ca).**

### 9. Membership Committee – Kevin

- No progress.

## 10. Annual General Meeting

- Kevin had asked directors about their intentions for 2013-2014.
  - Jeremy, Bill, Loren, Kaye, and Jim will serve the 2<sup>nd</sup> year of their two-year term.
  - Charles would like to serve another two-year term.
  - Chris has completed his two-year term and will be leaving the Board.
  - Dave and Kevin have completed their 3<sup>rd</sup> two-year term, so they must leave the Board as per our Bylaws. Therefore, we will have 6 Board vacancies – Co-Chair, Secretary, 4 Directors. We currently have two potential nominees.
- Jim, Kaye, and Mark have been working on AGM planning. They're looking into holding it on Saturday November 16 for three hours in the afternoon at the Franco Manitobain Cultural Centre. A short business meeting will be followed by a forum featuring issues focused on St Boniface, including an interesting warm-up activity ("how do you get to here"). **Jim will distribute more info.**

## 11. Next meeting

- The AGM on Saturday November 16.
- January Monthly Meeting: **Tuesday, January 14, 2014** at 5:30.

# Treasurer's Report – by Bill Newman

Presented on October 8, 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 September 2013

### Income

Memberships, donations, interest	\$90.04
Fund raising, fall concert	65.48
Bicycle Valet	3,270.00
<b>Total Income</b>	<b>\$3,425.52</b>

### Expenses

Bank fees	\$6.31
Staff contract	1170.00
Advertising, buttons	57.11
Fall concert	365.32
T-Shirts, (shrinkage)	344.25
Bicycle Valet	1560.96
Staff contracts	1,417.00
Operations, volunteers	103.96
Storage	40.00
<b>Total Expenses</b>	<b>\$3,503.95</b>

**Net income/(loss) (\$78.43)**

## Financial position as of 2013-09-30

Cash assets	\$5,339.42
Bike valet receivable	6,960.00
Current liabilities	<u>(1,668.82)</u>
<b>Funds available</b>	<b>\$10,630.60</b>

Fixed assets and inventory \$12,092.88

**Retained earnings (net worth) \$22,723.48**

### Notes

- ⤴ T-shirt expense is related to 2008 inventory reconciliation. There is still about \$650 of inventory which is of doubtful value.
- ⤴ Bicycle Valet profits were \$1709.04 this month which helped reduce losses.

**Bike Winnipeg**  
**Executive Directors Report**  
**October 08, 2013**

Memberships: 795  
Listserve : 1748  
Facebook Likes: 274

## **Board Business**

### **AGM Planning**

I will try and book the Antoine-Gaborieau Hall at the Centre culturel franco-manitobain for Sunday November 17<sup>th</sup> and will report back tonight.

## **Communications**

### **Web Site Migration**

The final report to ACU has not gone in yet. I will get it out this month.

## **Fundraising**

### **Bicycle Valet - Blue Bombers Bicycle Valet**

Amanda and I met with the Blue Bombers admin to discuss expansion of the valet service. We will get a proposal into them in the next couple of weeks.

### **Fall Concert**

Ticket sales have not been going very well. We will have some walk up, but I don't think we will reach our fundraising goal. Silent Auction prizes are set up, and we have volunteers for the evening, although a few extra volunteers wouldn't hurt. If you a friend who might be interested, please direct them to our website (<http://bikewinnipeg.ca/event/bike-winnipeg-presents-mise-en-scene>).

### **Membership Drive**

#### ***In Store Opportunities***

This has been put off until membership structure and benefits have been defined.

### **Sponsorship**

I haven't had time to move forward on this. Amanda has completed the sponsorship package; I now need to look for a designer to get it ready for print. We have had some designers come forward; I just need to follow up.

## Outreach

### Events Attended

- Border to Beaches Trail Magazine Article Media Opportunity
  - This fell apart due to poor weather on the day we were scheduled to ride in to Winnipeg.
- Disraeli AT Bridge Grand Opening – Oct 3<sup>rd</sup>.
  - I was away for this, but Kevin Miller and Chris Chypyha ably represented Bike Winnipeg in my absence. We received positive feedback from the mayor's office on the turn out, so thanks as well to all those who made it out on short notice to show their appreciation.
- Winnipeg Chamber of Commerce BOLD Breakfast – Transportation
  - I attended and brought forward the BOLD idea of putting \$25 million/year over 10 years into the city's cycling infrastructure and programming. All three panelists talked on the need for AT, as did a few other attendees.

## Advocacy

### KPMG Audit Report

An audit that KPMG did for the city looking into potential ways for the City to reduce operating costs has suggested changes to the snow clearing policy that would remove the need to clear snow from curb to curb on residential streets. I will sign up to speak before the EPC meeting that has recommended implementation of this report tomorrow to point out that Winnipeg residential streets tend to be narrower than many other North American cities, and that as we allow parking on these streets, we need that space to accommodate cyclists and traffic in winter. The recommendation would require a change to the city's snow clearing policy, which would require it to go back to committee and then up through to the full council for approval. The full KPMG report can be found here (<http://winnipeg.ca/CLKDMIS/ViewDoc.asp?DocId=13021&SectionId=&InitUrl=>) under item #3 on the agenda.

### Parade Permit Issue

Working with partners at the WRENCH, Natural Cycle, and Councillor Jenny Gerbasi, we were able to get the city administration to review an amendment to the City of Winnipeg's traffic by-law 1573/77 seeking to include cyclists within the scope of the city's parade permit process. Unfortunately, that amendment inadvertently captured any group ride of 10 or more cyclists in the definition of a parade. We will need to watch over this to ensure that it doesn't come back with the same errors. Thanks to Loren who was able to clarify language on this for us, which we were able to pass along to everyone else.

### City of Winnipeg 2014 Budget Consultations

See the attached document for the formal budget submission I made on our behalf.

### **Bike Box/Two Stage Turn Queue Boxes**

I've had to hold off on this until October/November.

I will be initiating a meeting to discuss design, safety and communications/education needed to implement bike boxes and two stage turn queue boxes in Winnipeg. The goal will be to reach a consensus that we can take to the City of Winnipeg.

### **Sherbrook Bicycle Lanes/Cycle Tracks**

I will continue to work with West Broadway Community Organization (whom I had previously confused with the West Broadway BIZ), West Broadway BIZ, West End BIZ and other organizations to publicize, define and promote the cycle tracks concept for the Sherbrook/Maryland Corridor.

### **Disraeli/Northeast Pioneers Greenway Connection**

I rode out to this site with Kevin Nixon, but still need to follow up with a more formal letter/paper sent to the city and the local councillor.

Basically, it looks like the best option would be to install a half signal at the intersection of Stadacona & Riverton. At Riverton & Watt, the existing pedestrian corridor should either be replaced with a half signal or upgraded to that cyclists can activate the crossing. The Midwinter side path should also be extended all the way to Brazier, as the current routing through Ernie O'Dowda Park is quite the detour.

### **City of Winnipeg Cycling Strategy**

We unfortunately have not heard anything more about this, even though it is scheduled for completion in January, meaning that public consultations would need to be concluded in November or December at the latest. I will get in touch with the consultants working on this to find out what is happening.

### **2014 Civic Election Strategy**

We need to start thinking about a strategy for the upcoming 2014 civic election (October 2014). I would like to reserve the domain name [ibkikeivote.ca](http://ibkikeivote.ca) for this purpose. That would cost about \$25.

## **Priorities for the next Meeting**

- McPhillips Hydro ROW Greenway Project
- Sherbrook Cycle Track
- Bicycle Valet Proposal
- Cycling Strategy
- Membership Drive
- AGM planning



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## 2013 Budget Presentation

### Executive Policy Committee – Wednesday January 16, 2013

**Bike to the Future** is a voluntary, inclusive group of concerned citizens working to make cycling in Winnipeg a safe, enjoyable, accessible and convenient transportation choice year-round.

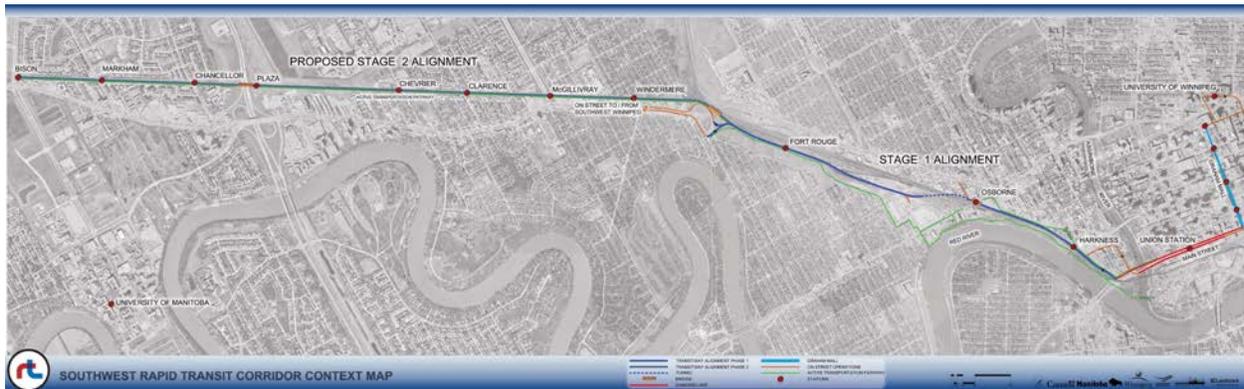
We envision a city where cycling is embraced as the preferred mode of transportation, where cycling is integrated into urban design and planning, and where Winnipeg is recognized as a leader in cycling infrastructure and programs.

We are pleased to be presenting before the committee, and would like to pass on the following concerns and recommendations,

#### Disraeli AT Bridge (3-32)

We look forward to celebrating the opening of the Disraeli AT Bridge with you in 2013. This will make a tremendous difference for those who already travel this route to cross the Red River. We are confident that many more potential cyclists currently view the Disraeli Bridge and Overpass as an impenetrable barrier, and that we will see a substantial increase in the number of people cycling across this corridor once the pedestrian/bicycle bridge opens.

#### Southwest Rapid Transit (3-150)



We are thrilled to see this in the budget, but are concerned about mixed messages with regards to the inclusion of AT facilities. The City and Province have made a commitment to include an AT Pathway all the way to Bison Drive. We would like to see reassurances of the following:

- the grade separation over Pembina Highway will include an AT pathway;
- the grade separation over Bishop Grandin will include an AT pathway;
- An AT pathway will be built from Jubilee to Bison along the Letellier Rail Line right of way.

### **Pembina Underpass (3-23)**

It is a great disappointment to see this project moved so far back in the budget plan. While we understand that the cost of the project is considerably more than originally budgeted, we are concerned that the full potential of the SWRT corridor will not be achieved until this project is completed, as it will provide critical links for pedestrians and cyclists travelling between Jubilee Station and existing/planned developments north of the rail line, particularly to destinations on the north west side of the rail crossing. We would like to see the budget amended to make completion of this project matched with the completion of the southwest rapid transit corridor.

### **Active Transportation Corridors (3-4)**

As the main budget item aimed at retrofitting existing roadways to improve pedestrian and cycling facilities, we would like to see this budget significantly increased, and note that there has been no budget increase for Active Transportation Corridors since the introduction of this budget item in the 2008. We also note that the City of Winnipeg Transportation Master Plan has called for a 5% annual increase to the Active Transportation budget items, which we feel still falls far short of what is needed to complete the city's cycling network.

### **Osborne Street Underpass (3-29)**

We are concerned that the Osborne Underpass will suffer the same fate (delay) as the Pembina Underpass, and would urge the City to review and adjust cost estimates as soon as possible to avoid any future planning headaches.

### **Traffic Signals Improvements (3-8) & Traffic Engineering Improvements (3-9)**

We would like to see these budget item used to provide cyclist activation of traffic signals along bicycle boulevards (existing and planned). Examples of crossings that lack proper bicycle activation include Mchray @ McPhillips, and Warsaw @ Stafford. A simple pushbutton located next to the street would fix this oversight.

We would also urge the City to consider making the changes to the intersection of Harrow/Harrow East that was recommended as part of the Harrow Bicycle Lanes plan from 2010. These improvements will complement the Southwest Rapid Transit Corridor and Pembina Underpass improvements.



### **Polo Park – Infrastructure Improvements (3-14)**

We would want to ensure that any scoping of projects related to this budget item include opportunities to fulfill the active transportation demands in the area, particularly with regard to a grade separated crossing of Portage Avenue, an improved rail crossing of the Burlington North Santa Fe rail line, and AT improvements along Empress.

### **Regional and Local Street Renewal (3-15)**

We would like to point out that the following roadways will require AT facilities as part of scheduled rehabilitation works:

McGillivray EB - Irene to Pembina – existing pathway does not reach Pembina

McPhillips St NB & SB - Selkirk to Redwood – We would like to see funding for a study looking into the potential for an AT pathway along the Hydro row to the west of McPhillips.

St Anne's Rd SB - Fermor to Lavalee – As the Niakwa Rd bicycle/pedestrian bridge acts as the detour for the Niakwa Trail during flood season, we would like to see consideration of improvements to better facilitate this connection included in planning for this project.

### **CPR Yards Functional Crossing Study (3-17)**

The CPR yards represent the biggest barrier to cycling in the City. We want to ensure that the scoping of this project reviews potential improvements to AT, and that for the purposes of AT, the boundaries for this report should stretch from the Higgins underpass to just west of the McPhillips Street underpass.

### **Land Acquisition - Transportation Right of Way (3-41)**

We would like a note added that a property easement allowing for the extension of the Osborne Bridge shy lanes south to Roslyn should be a priority for this program.

### **Complete Streets Policy**

While we have made progress towards implementation of the city's complete streets policy, which states that when roads on AT network are rehabilitated AT will be included in the project, we are still missing opportunities to include AT in many of these projects. For instance, this past year, Wellington Crescent and Mission were both resurfaced, but no attempt was made to include needed cycling and walking facilities. On the plus side, Pembina Highway is an example of the City making a serious commitment to follow this policy.

### **Snow Clearing**

Snow clearing remains an ongoing issue, particularly on the downtown bicycle lanes. We would like the city increase its clearing of bicycle lanes. In Calgary, bike lanes are given priority 1 for snow removal and ice control. There is no reason that Winnipeg could not match this.



MORE PEOPLE BIKING  
MORE OFTEN

October 9, 2013

Bike Winnipeg is a voluntary, inclusive group of concerned citizens working to make cycling in Winnipeg a safe, enjoyable, accessible and convenient transportation choice year-round. We are proud to note that the emphasis we place on the year-round need for safe, enjoyable, accessible and convenient cycling facilities in Winnipeg is mirrored in the city's own policy statements. Specifically we would like to remind the committee that:

- A transportation system that supports active, accessible and healthy lifestyle options is a strategic goal of the city's Sustainable Transportation policy document (pg. 6);
- A key direction of the city's Master Transportation Plan is to ensure that AT networks are planned, designed, implemented and maintained to address year-round access (pg. 40);
- The goal of the Policy on Snow Clearing and Ice Control is to maintain the City's roadways, back lanes, sidewalks, active transportation trails and designated park pathways in such a manner so as to provide safe and accessible operating conditions for motorists, cyclists and pedestrians. (pg. 1)

These policies reflect the realization that cities that create bicycle friendly transportation systems benefit from healthier populations that are less reliant on motorized transportation and have more disposable income to invest in their homes or spend on activities with much higher economic impacts than things like fuel and cars. As an example of this, research conducted in New York City found that retail sales along a stretch of 9<sup>th</sup> Avenue reconfigured with fully separated cycle tracks increased by up to 49% (as compared to a 3% increase in sales seen borough-wide)<sup>1</sup>.

It is for that reason that we are concerned that section 7.3.3 of the City of Winnipeg Operational Review of Public Works before you today recommends that the city:

*Consider changing the service level standards of curb-to-curb and bare pavement plowing on residential streets during high snowfall events to narrower street plows and smoothing surfaces. Also consider changing the residential road plowing process to one that would see a plow run after each significant snowfall (once PI and PII streets are completed).*

While such a change in policy may indeed reduce expenditures for the city, it would also have a detrimental effect on the comfort of cyclists who are increasingly taking to Winnipeg's roadways in winter. Residential streets often serve as important bicycle routes, and by forcing cyclists to climb up and out of a narrower plowed lane every time they meet up with a car, the city would be undoing the progress it has been making over the last number of years. Having cycled through 20 winters, I can tell you from experience that when plows have been forced around parked cars (a scenario much akin to what this recommendation call for), the bikeability of the roadway suffers.

We would like to point out to you that the comparison cities used in the report – Ottawa, Calgary, and Edmonton – tend to have much wider roadways than Winnipeg, often accommodating parking on both sides of the roadway, which is not the case in Winnipeg. Furthermore, these cities tend to place their sidewalks against the curb, meaning they lack the boulevards that Winnipeg has to use for snow storage. This lack of boulevard space is one of the key reasons these cities have chosen to only plow a narrower lane.

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<sup>1</sup> **Measuring the Street:** New Metrics for 21st Century Streets; NYCDOT (available at <http://www.nyc.gov/html/dot/downloads/pdf/2012-10-measuring-the-street.pdf>)



MORE PEOPLE BIKING  
MORE OFTEN

Rather than looking to reduce the level of service for snow removal, we believe the city should be looking to improve on its snow clearing policy. If we are looking for best practices in our sister cities, the City of Calgary policy of treating all roadways with bicycle lanes as priority I routes to be cleared within 24 hours is one idea we should be adopting in Winnipeg. On streets with bike lanes, smaller accumulations of snow are often swept into the bike lanes making them unridable. Moving these streets up to priority I level would go a long way towards remedying this situation.

Snow clearing policy needs to account for this by recognizing that in addition to differentiating snow clearing priorities by road class, we also need to differentiate between the needs of different modes of transportation (e.g. motorized vehicles vs. cyclists). We need to recognize that the importance of cycling routes will not always match the importance of adjacent streets, and allow enough flexibility in our snow clearing policy to classify paths on bike routes higher than the adjacent streets. An example would be a local road that parallels a regional roadway without cycling facilities. Even though such a route may serve cyclists with the same priority as the regional street, it would be prioritized as a level III route for snow clearing. If the cycling route passed through a park, that section could very well be rated as priority IV, which might only be cleared if funds allowed.

Similarly, our snow clearing policy needs to have an ability to deal with rutting caused by freeze/thaw cycles on pathways, cycle tracks, and bike lanes, which can cause considerable hazard to cyclists by allowing for more frequent inspection and opportunistic plowing to ensure a smooth riding surface for cyclists.

Sincerely,

Mark Cohoe  
Executive Director  
Bike Winnipeg