

Bike to the Future Monthly Meeting

Tuesday March 11th, 2008, 5:30 pm
Manitoba Eco-Centre

Minutes

Directors

Present: Jackie Avent, Rob Cosco, Kevin Miller, Karin Kliewer, Cory Bellhouse, Dave Elmore, Mark Cohoe, Jeremy Hull

Regrets: Molly McCracken, Ben Goldstein, Dave Wieser, Curt Hull

Members

Present: Ted Mann, Brion Dolenko, Todd Andres, Gareth Simons, Shannon Keys, Guy Madill, Tim Hunt, Roger Suss, Vivek Voora, Jon Benson, Alain Foidart, Charlie Thrift, Lindsey McBain, Anders Swanson, Daniel Savchuk

Regrets: Janice Lukes, Ray Yuen, Don English

1. Call to Order

The meeting was called to order at 5:30pm by co-chairs Jackie Avent and Kevin Miller. Mark Cohoe took minutes.

2. Approval of Minutes

The minutes of the February 12th, 2008 meeting were approved by consensus.

3. Introductions

4. Strategic Planning Session update

Jackie Avent gave an overview of the Strategic Planning Session held March 2nd, 2008.

- ⌘ We used a method called PATH (Planning Alternative Tomorrows with Hope)
- ⌘ The process included setting goals for March/April 2008, September 2008, and March 2009 and identifying tasks and persons/organizations required to meet the goals
- ⌘ We left several items out of the process (parking lot items), we may want to meet again for a follow up session.

Molly McCracken took photos of the resulting goals and schedule, to be posted to our website. If you want to be involved in helping reach our goals, please contact Jackie Avent or Kevin Miller.

Action: Kevin Miller will post the PATH photos to the BttF website.

5. Motion on Vision

One of the outcomes of the PATH session from March 2nd was a desire to modify the BttF Mission and Vision statement. We discussed changing the mission statement to the following:

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

We wanted to make this change to make it clear that BttF is open not just to current cyclists, but also to a wider audience that we hope will embrace cycling as part of a wider health issue.

Motion: To amend section 1.04 Mission and Vision of the Bike to the Future by-laws to read as follows:

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.

The motion was passed by consensus.

We also discussed amending the vision statement to reflect a province wide agenda.

- 🚲 We want to move the provincial government
- 🚲 How can we represent the whole province
- 🚲 Referencing the province in our vision may encourage chapters outside of Winnipeg to form
- 🚲 Having “city” in the mission and vision doesn’t prevent us from advocating on a provincial basis
- 🚲 We want to focus on an urban environment
- 🚲 The vision might be a problem at the provincial caucus presentation
- 🚲 We do not have many members beyond Winnipeg

We decided to leave the vision statement as is, and deal with it if it becomes an issue.

Note: According to section 8.02 of our by-laws, an amendment of the by-laws is only allowed if notice of the intention to amend the by-laws, including the text of the proposed amendment, is given at least 30 days prior to the meeting date. As we did not get the notice of our intention to amend the bylaws out prior to the meeting date, we should include the text of the amendment in the April reminder notice, stating that the Mission and Vision statement will be amended at the May meeting.

6. Board Member Proxy

Mark Cohoe gave a quick overview of the procedure for board members to appoint proxies for meetings. Basically, give the proxy a letter outlining their authority and have them hand it into the chair of the meeting prior to the call to order.

Appointing a proxy will help ensure that we meet quota requirements for meetings so that decisions can be made to keep BttF moving forward.

Action: Mark Cohoe will circulate a sample proxy letter to all board members.

7. Display Unit

Dr. Roger Suss informed the group of an initiative of the Manitoba Medical Association (MMA) to create a display unit promoting cycling.

- 🚲 The MMA is strongly supportive of our goals.
- 🚲 The MMA hopes that the display will help open doors to those contemplating taking up cycling by promoting cycling as a health issue.
- 🚲 Its a table top display
- 🚲 Its meant to be a draw and conversation starter rather than just a stand alone display
- 🚲 They would like to have volunteers who are experienced cyclists take the display out to events and offer advice and encouragement to anyone who's interested in taking up cycling.
- 🚲 MMA could foot the bill for the preparation and design
- 🚲 BttF could have our resources to hand out wherever the display goes
- 🚲 Both the MMA and BttF names could be displayed prominently
- 🚲 Display could be taken to malls, MB Marathon, etc.

Discussion:

- 🚲 MMA has not had experience with a manned booth, but they envision the display as a way to initiate one on one contact that can lead to people choosing to cycle more often.
- 🚲 We could look into having the display stored at MEC to make it accessible to volunteers
- 🚲 The display should be reasonably compact and portable so it can be transported to events in a bike trailer.

Action: Charlie Thrift can be the contact on this.

8. Report from MCA Meeting

Anders Swanson reported on a meeting of local bike shops that was organized by the Manitoba Cycling Association.

- 🚲 The meeting stressed the desire to have local bike shops cooperate to support cycling in general
- 🚲 More Cyclists = More Bike Sales
- 🚲 Upcoming Bike Expo [For info about the Bike Expo see the Headline Story at <http://triathlon.mb.ca>. Kevin Miller is looking into getting a (free) booth].

9. Volunteer Coordinator

Jackie Avent opened a discussion on coming up with a volunteer coordinator:

- ⌘ We're finding it difficult to coordinate volunteers, especially for our upcoming goals where we envision a need for more volunteers
- ⌘ We could move to a paid position if we could find funding
- ⌘ Jeremy Hull reported on preliminary planning that he and Molly McCracken have done coming out of the March 2nd strategic planning meeting. One of the actions suggested at that meeting was to look into getting more resources in support of the fall forum. This could be connected with the volunteer coordinator function.
 - The idea would be for the forum to have break out groups in separated rooms to allow for better discussions, possibly to bring in speakers from other places, allow more time for the forum (rather than the two hours that we had in the past), and possibly seek the participation of other groups in planning or sponsoring the forum. In order to do this we would need more money, planning and coordination.
 - We could look into asking for a grant for a six month term position.
 - We are in the process of researching funding sources.
- ⌘ He asked for direction from the board and group on the issue of a bigger forum, and whether we want to look into a paid position to facilitate its coordination.

Discussion:

- ⌘ If we went with a six month term position, we could likely add admin responsibilities into the position
- ⌘ We've tended to be reactive on opportunities, so having someone in a paid position might allow us to change that
- ⌘ City of Winnipeg is funding \$50,000 for AT promotion in conjunction with redevelopment of Fort Garry Bridge
- ⌘ If we moved the forum a bit forward in the year, this could make for an ideal summer job for a student

10. Membership Stuff

Kevin Miller gave an overview of membership structure/renewals

- 🚲 Membership is currently yearly, with current memberships good until the next fall forum
- 🚲 The motivation for the membership fee was to get income for projects/expenses
- 🚲 We've been able to find funding for our ongoing costs
- 🚲 We will create a budget, but we need a decision on membership as part that budget
- 🚲 How much work is involved to get the renewals

Discussion:

- 🚲 Discussed at PATH Planning, options discussed were:
 - Lifetime membership with yearly opt out
 - Yearly renewal
- 🚲 Negative Option Billing could also be possible
- 🚲 Transaction fees would be an issue
- 🚲 There are 10,000 people biking into the downtown daily
 - we only have 300 members
 - More members would mean more volunteers, clout
 - We want/need 1000's of members
- 🚲 With MCA as an organizational member, we could count their 700 members as part of our membership
- 🚲 We want our membership to be reflective of those who support our goals
- 🚲 We should be able to build up our numbers, even if that means lowering our fee
- 🚲 Do we have the capacity to get renewals
- 🚲 Having the renewal provides contact with the membership that allows us to inform members of the years accomplishments and upcoming plans
- 🚲 A first step could be to reduce fees by ½ so that existing members could be automatically renewed. As a trial run, that would give us more time to consider the options and give us a sense of the effort required to generate renewals
- 🚲 Instead of asking for a renewal, could we ask for a donation
- 🚲 Out of 70 members in the Winnipeg Cycle Touring Club, only 3 are BttF members (so far)
- 🚲 Most members do not come to our monthly meetings
- 🚲 We contact about 400 people through our Announcements email list, which is sent out at least twice a month.

We decided to defer the issue for a special meeting.

Action: Cory Bellhouse volunteered to put together a special meeting to discuss membership structure/renewals

Action: Guy Madill will look into pricing for BttF water bottles

11. Role/Function/Membership of Local Neighbourhood Groups

Anders Swanson gave an overview of the Neighbourhood Stewardship groups he has set up and coordinated across the city.

- ⌘ The Neighbourhood groups have provided significant input into the city's planning process
- ⌘ BttF meetings can be intimidating than the neighbourhood meetings
- ⌘ Neighbourhood groups allow more local, low level discussions
- ⌘ Neighbourhood groups are reaching out to people who are not involved with BttF
- ⌘ Neighbourhood groups can link more to local politicians
- ⌘ We need to define what the relationship is between BttF and the neighbourhood groups
- ⌘ Can BttF have independent groups
- ⌘ Can volunteer time count towards BttF memberships

Discussion:

- ⌘ We can have reps from the neighbourhood groups come out to the BttF meetings
- ⌘ BttF can waive the organization fees for neighbourhood stewardship groups to make it easier to be part of BttF

Action: Anders Swanson will send out notices to the neighbourhood stewardship groups letting them know that they can join BttF at no cost and send a representative to the monthly BttF meetings.

12. Fort Garry Bridge

Southwest Winnipeg Cycling sent a letter to the city voicing concerns over the redevelopment plans for the Fort Garry Bridge. The letter is attached to the minutes.

13. International Trails Day

Jackie Avent discussed the upcoming International Trails Day, which will be held on Saturday June 7th, 2008.

- ⌘ Invitations have gone out
- ⌘ Can BttF be included as a sponsor
- ⌘ Can we take a more hands on approach
- ⌘ Bike Rodeo for Schools

Action: If anyone is interested in helping out, contact Jackie Avent or the Northeast Pioneers Greenway?

14. ATAC Update

Gareth Simons gave an update from the City of Winnipeg's Active Transportation Advisory Committee

- 🚲 Draft report is done, it's looking good
- 🚲 Needs to be passed by the city's standing committee before it becomes public
- 🚲 The draft needs to remain confidential in case insider information could lead to financial benefits

15. Delegation to Provincial Caucus

Jeremy Hull gave a background and information on our invite to make a presentation to the provincial NDP caucus on March 20th.

- 🚲 Anders Swanson wrote a letter asking for the delegation as a follow up to our budget submission
- 🚲 We don't know what the turnout will be
- 🚲 BttF Provincial Committee met Saturday to discuss ideas
 - 15 minutes for the presentation
 - 45 minutes for Questions and Answers
 - We want \$100 million for cycling (5% of provincial budget for roadways and bridges over the next 5 years)

Anders then went over the power point presentation that had been prepared for the meeting and asked for comments and ideas. Anders received many suggestions.

16. Date of Next Meeting

The next meeting will be held April 8th, at 5:30 pm in the Eco-Centre board room.

Mr. Randy Fingas
City of Winnipeg Public Works Department
Transportation Engineering Division
107 - 1155 Pacific Avenue
Winnipeg, MB R3E-3P1

February 25, 2008

Dear Mr. Fingas,

I am writing on behalf of Southwest Cycling, an independent group of commuter cyclists trying to improve cycling in our area made up of members of Bike to the Future, Winnipeg Trails Association and others who live/work in the area.

Through Kevin Nixon's presentation at the open-house on Thursday February 21st, and from conversations with you related to us by one of our members (Jeremy Hull), we learned more about the design specifications for the Fort Garry bridge rehabilitation project.

We are concerned that the width of the shared use path on the southern span does not meet the minimum guidelines for bikeway facilities as outlined by the Transportation Association of Canada or The American Association of State Highway and Transportation Officials. While we understand that designs for the bridge are constrained by the physical limits of the underlying superstructure and financial limitations of the city, we want to be assured that all available options have been considered before settling on a single 2.5m pathway on this important link in Winnipeg's bicycle network.

I would like to request a face to face meeting between the AT stakeholders and bridge designers at Wardrop, the City of Winnipeg, and the Active Transportation Coordinator to discuss the proposed bridge design and its place in the city's planned AT network. While there have been two stakeholders meeting with Wardrop Engineering/City planners, those meetings were meant to let us understand what was being proposed in the bridge design. We would now like to offer our feedback on those proposals.

Additionally, we would like to formally request more information regarding the following scenarios.

#1 Bicycle Lane/Shy-Lane on the Northern Span

We understand that the Northern span will be left without any sidewalk or shared use path after the rehabilitation, but will have a 1.5m bike lane/shy-lane. Our understanding is that the width of this bike lane is inadequate for a high speed roadway with the high volume of traffic that Bishop Grandin carries, especially as there will be high truck and bus traffic on the roadway. If the width of the bike lane/shy-lane cannot be increased, has the city considered reducing the speed limit on the bridge to allow for a reduction in the width of the proposed travel lanes? Additionally, we feel that any bike lane on the northern span should be separated from traffic by a barrier.

#2 Right Hand Merges

Jeremy Hull mentioned that you would be looking into safety concerns for west-bound cyclists who are proceeding straight on Bishop Grandin, (while having two 80km/h right-hand turning lanes on their right).

Have you considered having cyclists bypass this turn off by detouring onto Plaza Drive and across Pembina, returning to Bishop Grandin west of the Pembina merge lane? Another idea that has come up in our discussions would be to have cyclists continue west along a path in the median between the east and west roadways to Waverly.

#3 Width of Multi-Use path on south bridge

As with the bike lane/shy-lane on the northern span, we are concerned that the proposed width of the multi-use path on the southern span will not meet minimum guidelines for a shared use path. We feel that the width of the path on a span of this length should be at least 3m, with a preference for 4m. It is our understanding

that the limiting factor on the width of this path is the sidewalk clearance of the crane used to inspect the bridge.

Have you considered making the multi-use sidewalk wide enough to fit the maintenance truck? More specifically, have you considered incorporating some/all of the 1.9m shy-lane to make a regulation width multi-use sidewalk, and designing safe access and egress to that multi-use sidewalk for eastbound cyclists on Bishop Grandin (the ones who would presumably be using the shy-lane)?

With a wider "path" you would not need the clearance over the sidewalk, as the crane could simply be parked on the sidewalk. The westbound structure seems capable of supporting the crane on its expanded width, and between the shy-lane and the sidewalk and barrier structure, you have $2.9 + 1.9 = 4.8\text{m}$ to work with, so we imagine there must be room for something.

#4 Unidirectional Shared Use Path on the Northern Structure

We feel that there are many advantages to be gained by adding a shared use path to the northern structure as well as to the southern span. In particular, the potential to safely guide cyclists to the planned western extension of the Bishop Grandin Greenway and any future bicycle path incorporated into a rapid transit corridor along Pembina Highway. It seems clear to us that the decision not add a shared use path to the northern span severely limits the options available to connect east-west and north south bike routes through the Pembina/Bishop Grandin/University Crescent intersections, as the southern intersection of Pembina with Bishop Grandin is far more complex than the northern intersection. With a shared use path on the northern span, if at some future time a bridge across Bishop Grandin at the Letellier tracks could be built it would allow Plaza Drive to be incorporated into a bike route to connect back to the Bishop Grandin Greenway, as well as to any bike path that may eventually be built along that corridor. We think that if the major origins and destinations are considered, most bicycle traffic will naturally follow the direction of traffic, meaning that the incidence of wrong cyclists would be minimized with such an arrangement. Under these circumstances, we feel that a unidirectional, 2.5m pathway on the northern structure could be rationalized. If speed limits were reduced on the northern structure, could the width of the three planned traffic lanes then be reduced enough to make space for a shared use path on the northern span in place of the bike lane/shy-lane? Also, we like to be informed of the analysis that led the designers to decide that the trade off between an increased level of service for vehicular traffic resulting from a third vehicular lane warranted the exclusion of a shared use path on the northern span of the bridge and the increase level of safety and service that this path would have offered to cyclists and pedestrians.

#5 Design and Prioritization of Approaches

Our understanding is the current project will only address the eastern side of the spans in terms of connecting the bridge to existing and planned bikeways. Is this indeed the case? We would also like to know if any planned work on bikeway approaches can be scheduled into the earliest phases of the rehabilitation to ensure that cyclists have proper access to the bridge, and would like the opportunity to provide feedback on the design of the approaches.

#6 Maintenance

Finally, we would like to ask whether or not the city has plans to make maintenance of the planned bikeway facilities a priority item, during and after the planned rehabilitation. In particular, we note that the present shy-lanes lack adequate cleaning and maintenance that are required to make them comfortable for cyclists.

Thank you very much,

Sincerely,

Mark Cohoe

On behalf of Southwest Winnipeg Cycling

cc: Rick Haldane Wilson, Wardrop Engineering

Kevin Nixon, City of Winnipeg Active Transportation Coordinator