



ANNUAL REPORT



2025

www.bikewinnipeg.ca

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Land Acknowledgment Statement

Bike Winnipeg has the privilege of riding on the roads and pathways of Treaty No. 1 Territory, along the Red, Assiniboine, Seine, and LaSalle Rivers. Our work takes place on the original lands and waters of the Anishinaabeg, Ininiwak/Nehethowuk, Anisininew, Dakota Oyate, and Dënësułiné Peoples, as well as on the homeland of the Red River Métis Nation.

We recognize our part in the Treaty relationship and are committed to working toward mobility and environmental justice for all, on land transformed by colonialism. We commit to collaborating with Indigenous communities in the spirit of Truth and Reconciliation.

As we gather in Treaty 1 Territory it is important to recognize and honour Treaty 3, in particular Shoal Lake 40 First Nation and Iskatewizaagegan #39 Independent First Nation, the source of Winnipeg's clean drinking water. It is also important to recognize and honour the First Nations of Treaties 1, 3, and 5, the Land where Winnipeg sources its hydroelectric power.

Our Mission

Bike Winnipeg engages with citizens, community organizations, and governments to create a healthy, sustainable, and equitable city where year-round cycling is accessible to all. We work towards a Winnipeg that embraces everyday cycling through our outreach, education, and advocacy.

Our Vision

We envision a Winnipeg where cycling is equitable and accessible for everyone, every road is safe for children and grandparents to ride, planning a route is as simple as knowing where you want to go, and doing the weekly grocery shop by bicycle isn't just possible, it's preferable!

Executive Summary

Key Achievements:

- Hosted 30 group rides with 600+ participants
- Events and rides reached 12 of 15 city wards
- Flagship programming included Art Rides, Pedal Powered Ghost Tours Bike for the Future, and Kiddical Mass
- Sustained advocacy on Wellington Crescent
- Safety surveillance and reporting at Assiniboine & Main prompted immediate City follow-up
- Provided Bicycle Valet services at 21 events
- Parked 1,848 bicycles supported by 135 volunteer shifts
- Strong volunteer and community engagement despite climate-related disruptions



Thank You:

To all volunteers, members, and leaders for driving impact.

2025 Directors and Staff

Board of Directors

Co-Chair: Benjamin Meek

Co-Chair: Corey Dyck

Treasurer: Luke Lorentz

Directors:

Michael Abon

Karla Braun

Robyn Dyck

Adam Johnston

Ian McCausland

Linda Postma

Adinna Vergara

Wendy Van Loon

Patty Wiens

Staff Member

Executive Director: Mark Cohoe

Committee Leadership

Finance Committee: Luke Lorentz (Chair)

Advocacy Committee: Patty Wiens (Chair)

Fundraising Committee: Robyn Dyck (Chair)

Outreach Committee: Julia Schroeder (Chair)

Education Committee: Adam Johnston (Chair)

Measurement, Audit, and Compliance Working Group: Corey Dyck (Chair)

Message from the Board Chairs

Dear Bike Winnipeg Members,

We are pleased to introduce the 2025 Bike Winnipeg Annual Report. As we reflect on this past year, one thing is clear: cycling in Winnipeg continues to grow, and so does the urgency for safer, more connected, and more inclusive transportation infrastructure. Cycling infrastructure has firmly remained in the public conversation. From expanding downtown bike routes to ongoing debates about safety on major corridors like Wellington Crescent, Winnipeggers have made it clear that active transportation is not a niche issue, but rather a mainstream concern tied directly to road safety, affordability, health, and climate resilience.

Safety remains a central theme of our work, as tragic and preventable collisions continue to underscore the human cost of delayed or fragmented infrastructure. This was evidenced on September 13, 2025 when Kerry Ashley Bonner and Egor Popov were killed by an impaired driver on Kenaston Blvd in an area where the lack of safe infrastructure forces vulnerable road users onto the unprotected shoulder of a high-speed road. As we enter an election year for Mayor and City Council, we will continue to pressure our elected officials to prioritise and expedite infrastructure that protects vulnerable road users.

In 2025, Bike Winnipeg hosted 30 group rides with over 600 participants, and we cared for over 1,800 bicycles through

our Bicycle Valet services. We also started loaning or renting out our bicycle racks more often to enable event organizers to provide additional bicycle parking or to operate their own bicycle valets. We love seeing events encourage their attendees to arrive by bicycle, and we're happy to help make that a reality. As always, we continue to expand our Valet services, and we are very excited to be partnering with the Winnipeg Sea Bears to provide Bicycle Valet for all their home games in 2026!

Bike Winnipeg applied for charitable status in 2025, and we are currently waiting on a decision from the Canada Revenue Agency. Obtaining charitable status was a key goal of our 2023-2026 strategic plan, and we are hopeful for a positive response.

As we come to the end of our 2023-2026 strategic plan, we have been reflecting on the successes of the past few years as well as identifying areas for improvement. It's time to plan our next steps, and for that we need to hear from cyclists (and would-be-cyclists!) in our city. We held a very successful Town Hall in November 2025, and we intend to distribute a community survey this summer to gather even more feedback. Understanding how people feel about cycling in Winnipeg and what they want to see going forward will help inform the goals and directions that make up our next strategic plan.

We want to thank our Executive

Director, Mark Cohoe, our board, committee and local bike group members, our sponsors, donors, and community partners, and the many volunteers who remain the heart of everything we do. Our work wouldn't be possible without the time, energy, and passion of the people who continue to show up and make things happen. We also want to thank the members of the cycling community who have made their voices heard at city hall this year: signing up to speak in delegation, writing letters, and consistently filling up the chamber in-person to show City Council that people in Winnipeg care about road safety.

Bike Winnipeg remains committed to building a city where year-round cycling is safe, accessible, and celebrated. Thank you for your ongoing support as we work towards a more bike-friendly Winnipeg for all.

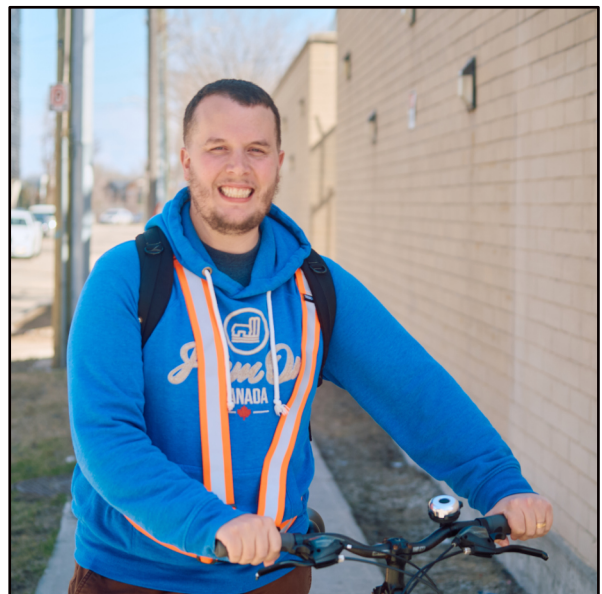
Happy cycling,



Benjamin Meek

A handwritten signature in black ink that reads "Benjamin Meek".

Co-Chair, Board of Directors



Corey Dyck

A handwritten signature in black ink that reads "Corey Dyck".

Co-Chair, Board of Directors

Town Hall

November 1st 2025



The last few years had been a pivotal time for the bike community. To ensure our organization was truly reflecting your voice, we launched a new series of dialogues, starting with a town hall, held on November 1st 2025.

We wanted to hear what you needed from us. We asked you to join the conversation and help us build a stronger community together.

We asked three questions:

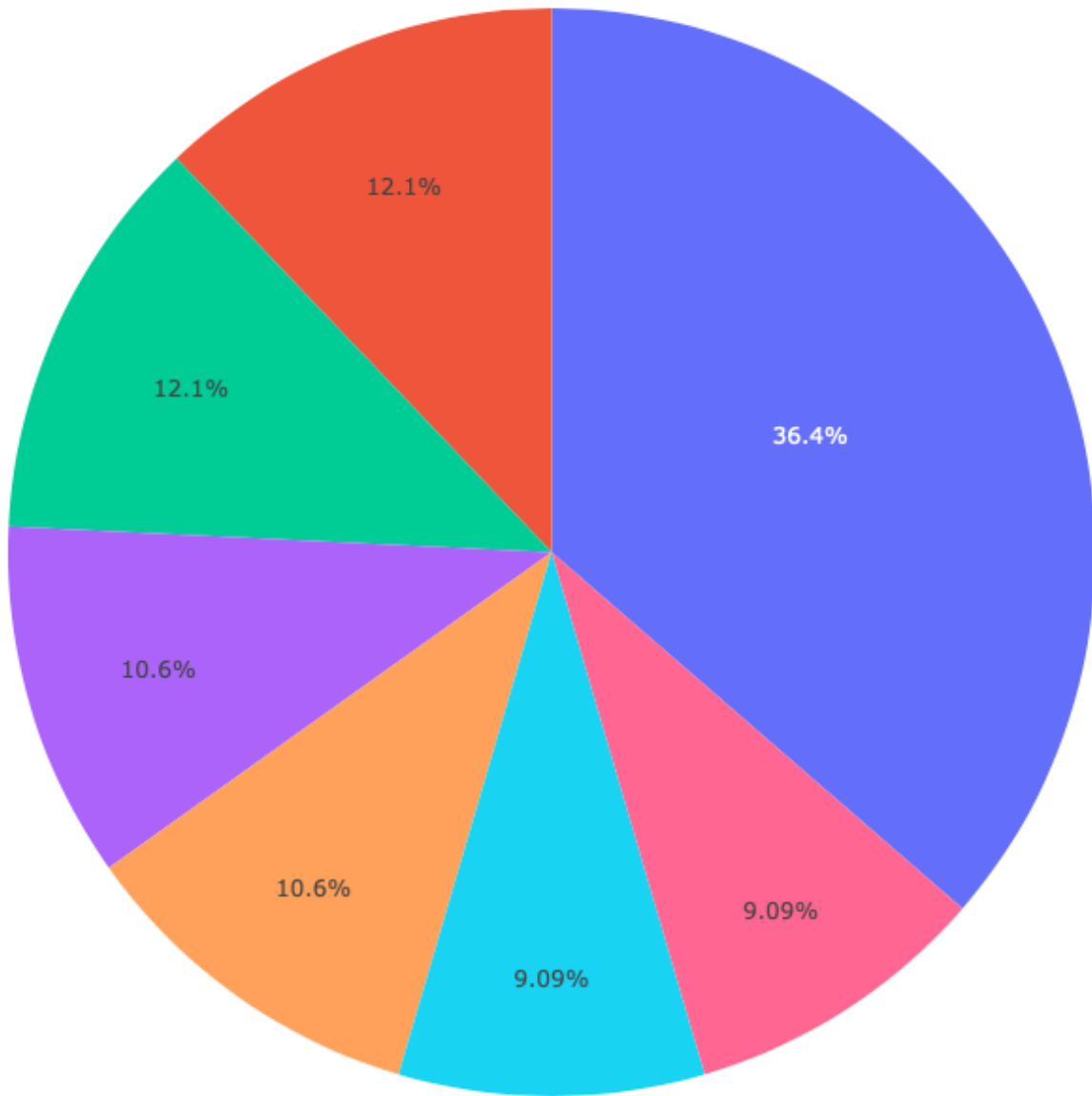
- What was a time you felt Bike Winnipeg did something impactful?
- By the end of next year, what would make you feel as if the cycling community has made progress?
- What would it take for you to get more involved in creating a better cycling city?

After Board member Robyn Dyck tallied the responses, we are pleased to share the results. This important feedback will help move the organization forward, and we look forward to hosting more conversations in the future.

Please Note: Having a single person conduct the analysis ensures the results are consistent throughout. However, it also means that one person's own biases or interpretations may shape the findings. In addition, while the goal was to record responses word-for-word, the final data were not always exact transcripts of what was said. This could lead to differences in the results compared to what participants originally expressed.

Session One:

What was a time that you felt BW was doing something important/impactful?

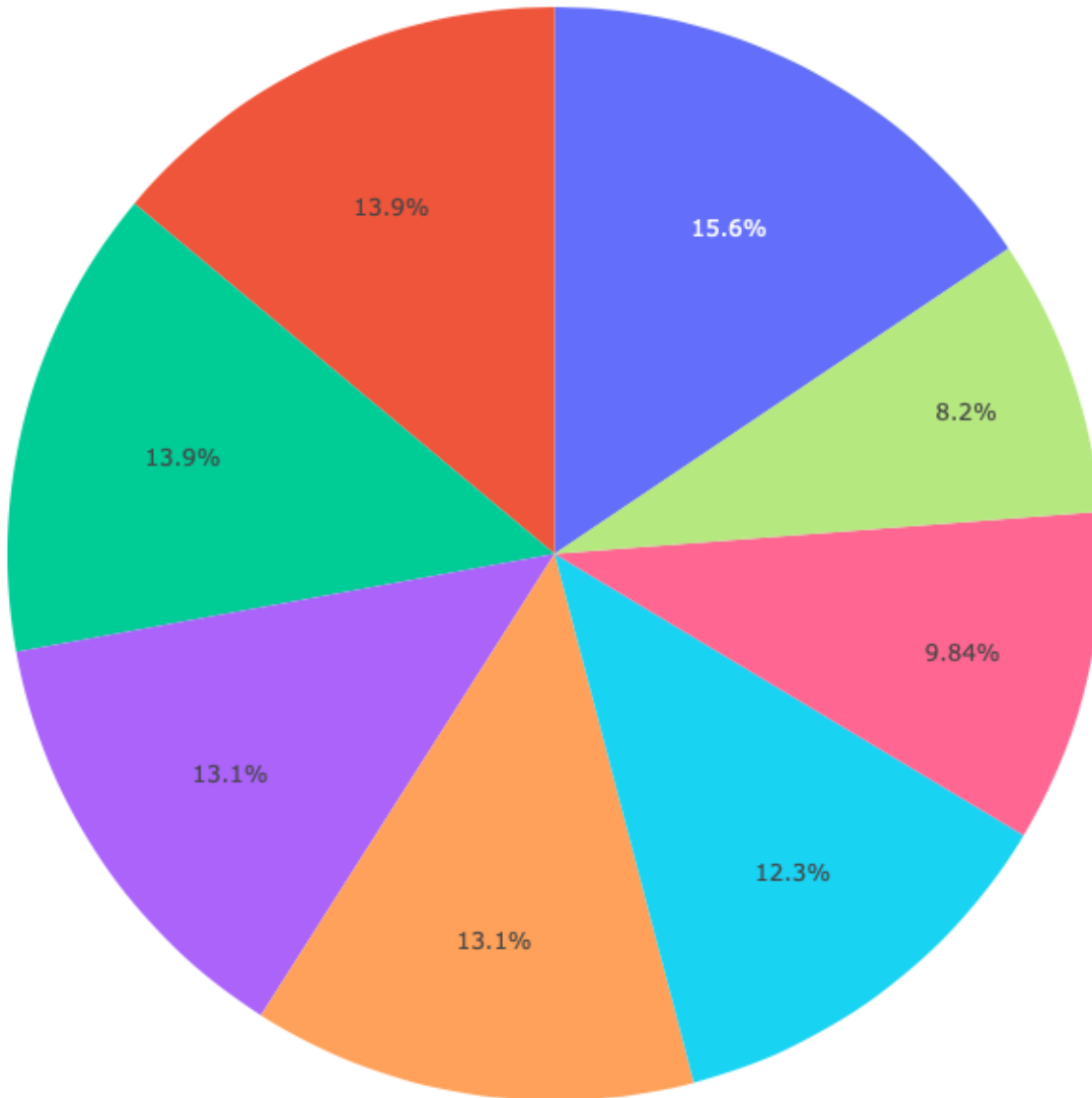


- Group Rides
- Bike Valet
- Involved In Political Discussions
- Coffee Outside
- Advocates For Infrastructure
- Bringing People Together
- Executive Director Expertise

In this question, the top 3 answers of Group Rides, Bike Valet and Involved in Political Discussion received 33% of the counts which could show a fairly common definition of what is impactful or important to them individually. (n=120, 80% n>=3, codes=33)

Session Two:

By the end of next year, what would make you feel like the bike community has made progress?

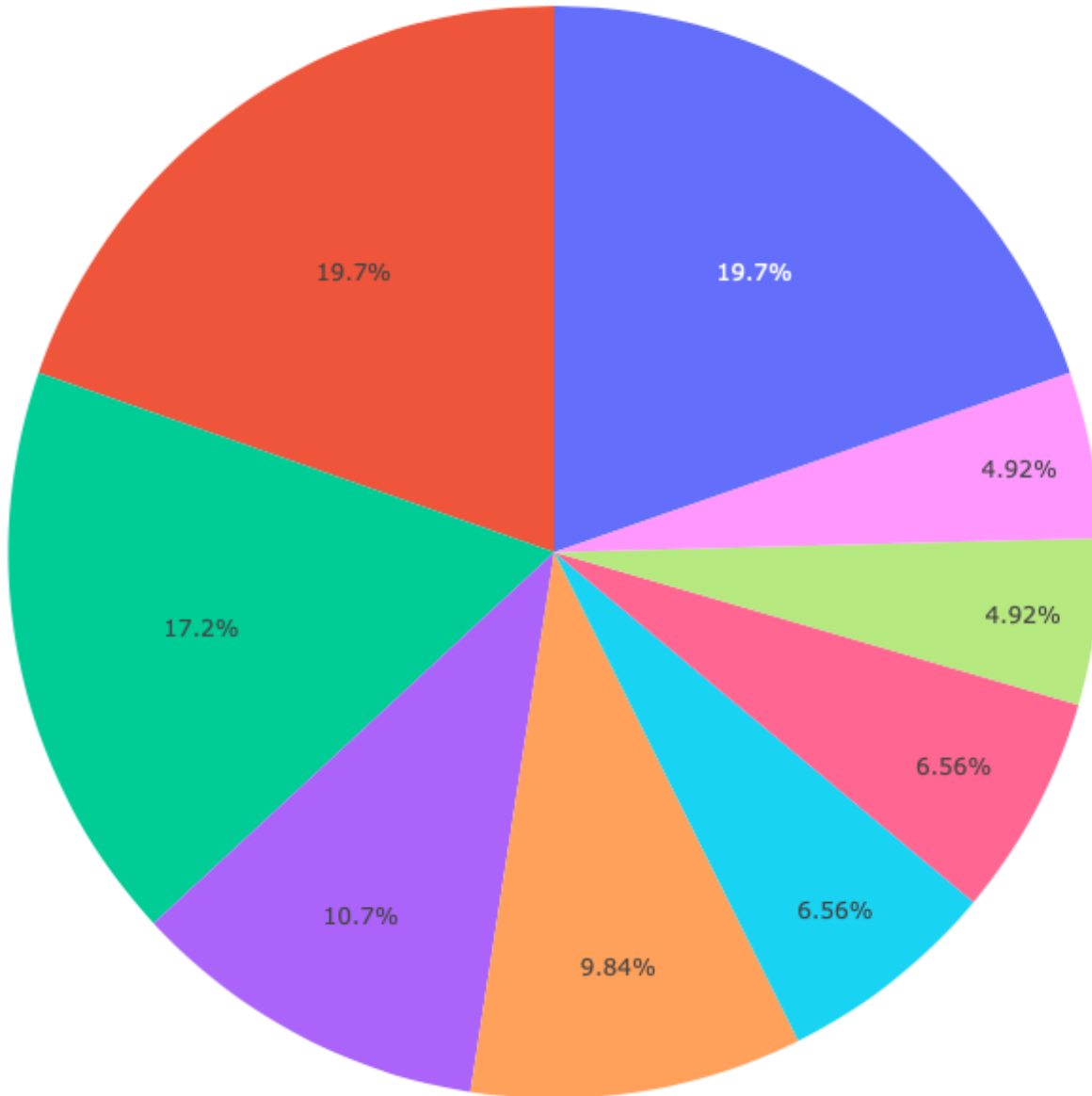


This question had a much wider range of answers. For contrast, the top 3 codes only had 14% of the total counts. This could mean that the Bike community may have a different or wider definition of what progress means. It also was evident from the results that participants had a wide range of what they thought was accomplishable within a year. (n=257, 80% n>=4, codes=48)

- Completed Bike Network
- More Bike Lanes
- Secure bike parking (trailers, valets).
- Collaborations
- Safer Car Culture
- Expanded 30 km/h zones
- I feel Safe Riding my Bike
- More Cycling Training

Session Three :

What would it take for you to get more involved in creating a better cycling city?



This question had less discussion and the least number of codes meaning the understanding of the question by the majority of the participants was understood in the same way. The top 3 codes had 40% of the total counts.

Although, for this question, it seemed that the participants were not necessarily answering what it would take them to get more involved, but how to get more, new or other people more involved. (n=174, n>5=80%, codes=26)

- Focus on Kids
- More Coalitions
- More Recruitment
- More Space for People to Connect
- Education
- Bike Theft Prevention
- Normalize Biking
- Incentives; prizes, food, awards, different level memberships
- Training

Preliminary Town Hall Summary and Recommendation

Themes that came out in all three sessions were:

- Creating coalitions with a wide range of different potential partners,
- Bike theft mitigation strategies such as providing Bike Valets,
- Centering kids such as learning to ride programs, bike buses and kid centric group rides such as kiddicle mass,
- Safe infrastructure such as protected bike lanes,
- Completing the full bike lane network,
- More opportunities to connect such as Coffee Outside.

Bike Winnipeg already spends a lot of time and resources on Bike Valet, expanding protected safe bike infrastructure and filling holes in the bike lane network. In the summer there are a lot of opportunities for people to connect on rides and Coffee Outside, however, this could be expanded into the winter/colder season. Creating coalitions and shifting focus to children could be areas where Bike Winnipeg could increase resources and time in the future.

Limitations

Having one person do the analysis ensures internal consistency, however, it does have its own biases or interpretations within all of the results. The data gathered, although it was attempted to be verbatim responses, they were not. There was no opportunity to clarify or ask natural follow up questions to responses.

Executive Director Report

Mark Cohoe

A lot of my focus (and that of Bike Winnipeg and the general cycling community) went into plans and motions calling for improved cycling facilities along Wellington Cr this year.

Our Wellington Cr working group produced background information on policy related to Wellington Cr, came up with viable options and plans for temporary bike lanes, and reviewed and commented on the City of Winnipeg's plans for a pilot project that would have installed temporary bike lanes on Wellington Cr as a lead up to permanent construction. A community group also developed to rally around the issue and demand change. The ever changing direction of City plans for Wellington Cr has kept us all busy, and has often been a frustrating endeavor. The community has been there to voice its needs and desires throughout that process. Amazing work has been done to get people engaged, to hear their concerns, and to provide them with information on the plans being put forward for Wellington Cr. I'm grateful for the work that the community organizers and volunteers put into this project. They have kept this project in the forefront of thought at City Hall.

Through all the twists and turns, I think we have been able to promote a consistent message: a major reconfiguration of the Wellington Cr right of way is needed to provide protected bike lanes and a safe place to walk, bike, or drive on Wellington Cr, and that the proposed pilot project would provide an immediate improvement in safety while allowing real life data to plan and design a long term design to meet that need.

Stakeholder Input & Council Delegations
I continue to provide advice to project managers and developers and to urge council to improve conditions for people cycling in Winnipeg. Projects that we were able to participate in as stakeholders this year included:

- Wellington Cr
- North Empress Road Rehabilitation
- Rail Relocation Study
- South Perimeter - Red River Bridge
- Data requirements for MPI Collisions Dashboard
- Provincial Climate Change Plan - Road/Path to Zero
- Creating Connections as Bison & Waverley study
- Downtown Street Renewals Project
- Rapid Transit - Downtown Corridors
- Point Douglas Secondary Plan
- Active Transportation Advisory Committee
- Point Douglas Secondary Plan
- MPI External Stakeholder group on Road Safety

I delegated before council 11 times in 2025. In addition, I drafted a number of written submissions to help promote better integration of cycling needs in these projects, including:

- North Perimeter Highway Functional Study
- Bike Network Priorities
- Data and Display Recommendations for MPI Collisions Dashboard
- Provincial Climate Plan - Road/Path to Zero
- Choosing a Path to Net Zero
- Cycling Connections to the U of W
- Precursor to/In anticipation of a West End Study that will recommend cycling improvements in the neighbourhood.

Rides and Outreach

Despite smoke from wildfires forcing the cancellation of numerous rides in 2025, we were able to grow the number of rides presented to 30 this past year (up from the 25 rides we presented in 2024). While a nuisance to group ride planners and patrons, the devastating impact of the wildfires on the thousands of people forced to evacuate their homes serves as a stark reminder of the urgent need to reduce global greenhouse gas emissions that help drive these wildfires.



Our rides covered 12 of the city's 15 wards, and once again attracted more than 600 participants. A huge thanks as always goes out to all of the wonderful volunteer ride marshals who make these rides possible. Their commitment helps ensure the safety of ride participants as we explore the city.



Working to Improve Bike Parking Options and Security

With the help of grant funding provided through the Government of Canada, we have been able to research best practices in bike parking and in municipal by-laws setting out requirements for bicycle parking. This allows us to assess the City of Winnipeg's current bicycle parking design and regulatory standards in relation to practices used in other Canadian municipalities. As the city undertakes a rewrite of its by-laws in 2026, this work helps us to identify strengths, gaps, and opportunities for improvement that we can promote through stakeholder engagement and connections with councillors.

Our bike theft prevention working group has been busy trying to find ways to improve secure bike parking downtown, with a focus on trying to set up a downtown bike parking station pilot. It's been a challenging task, as a suitable site and funding have proved elusive to date.

Mark Cohoe
Executive Director

2025 Bicycle Valet Winnipeg Report

For our bicycle valet service, 2025 was a bit slower than our 2024 season. We provided bicycle service at a total of 21 events over 23 days, parking a total of 1848 in 2025, which was down from the 29 events over 33 days and 2316 bikes parked in 2024. The main change in event days related to a loss of Jets Whiteout events, no Winnipeg 150 events, and being moved from the Exchange District to the Forks for Nuit Blanche.

We were able to purchase new 6 foot fending and lighting in 2025, which has provided us with better security moving forward.

With the generous support of funding from the City of Winnipeg and our sponsors, we provided subsidized bicycle valet services to 9 community events and free or subsidized rack rentals to an additional four events. The valet was supported through 135 volunteer shifts in 2025.



2025 Bicycle Valet Winnipeg Report

Date	Event	# Bikes Parked
4/26/2025	AT Town Hall	92
4/27/2025	FortWhyte Alive's Earth Day*	19
5/2/2025	Bike Dump Bike Sale*	-
5/4/2025	Winnipeg Police Half Marathon	43
5/24/2025	Table for 1200	35
5/31/2025	Ellice Street Festival*	31
6/12/2025	Ecole Dieppe BBQ	140
6/14/2025	Challenge for Life	30
6/14/2025	Bike Week Bash	41
6/14/2025	West End Daytime Music Festival*	14
6/21/2025	KilterPalooza	200
7/1/2025	Canada Day at The Forks	187
7/1/2025	Canada Day at Bridgewater Forest	89
7/12/2025	Cuthbert Grant Day*	34
7/18/2025	Great Outdoor Comedy Festival	131
7/19/2025	Great Outdoor Comedy Festival	307
7/20/2025	Great Outdoor Comedy Festival	112
7/25/2025	Alleycats	-
8/20/2025	MS Bike Tour (25 racks)	-
8/23/2025	Picnic In the Park*	15
9/7/2025	Winnipeg 10 & 10 Race	55
9/7/2025	Teddy Bear's Picnic*	-
9/12/2025	Gizhe Waa Ti-Sii-Win Services Expo*	11
9/27/2025	Nuit Blanche - The Forks	193
10/24/2025	Canadian Community Economic Development Network*	16
11/1/2025	Bike Winnipeg Town Hall	50
11/6/2025	Big Bike Film Night*	3
12/6/2025	Cycle of Giving`	-
	Total Bikes Parked	1,848

- Rack Rental
- New Event

Advocacy

Bike Winnipeg achieved significant advocacy progress with the City throughout the year. On Wellington Crescent, the organization provided extensive input into cycling infrastructure planning, and after all the time spent on the now-cancelled bike lane pilot project, the City is moving toward a permanent design in order to secure the \$5.5 million in funding. The team continued to push for urgent action, applied pressure on Public Works to advance delayed reports, and mobilized community delegations while preparing strategic presentations for City Hall.



Work at Assiniboine & Main also made meaningful impact: members conducted detailed surveillance of unsafe driver behavior and submitted a formal report that received immediate acknowledgment from Councillor Lukes, prompting further administrative follow-up.

Beyond these corridors, Bike Winnipeg influenced numerous infrastructure initiatives across the city, including designs for Sherbrook and Maryland, planning for the North Winnipeg Parkway connection, downtown street renewals, the Omand's Creek bridge, corridor planning in CentrePlan 2050, the Empress pathway extension, improvements to University Crescent, and ongoing seasonal bike route renewals.



The organization also strengthened its relationship with Manitoba Public Insurance (MPI), establishing a productive partnership built on quarterly meetings with MPI's VP of Road Safety and staff. This collaboration has informed improvements to driver education materials and upcoming revisions to the Driver Handbook, while Bike Winnipeg volunteers participated in MPI's public safety campaigns—including a "60-Second Driver" segment—and

contributed to safe-passing messaging in future advertising. These efforts supported broader advocacy for an MPI-supported Road Safety Summit.

Under Ian Walker’s leadership, Bike Winnipeg remained a driving force behind the Safe Speeds Winnipeg initiative, contributing to neighbourhood-wide 30/40 km/h planning, conducting door-knocking campaigns with community partners, preparing delegations to Public Works and EPC, and maintaining consistent pressure to ensure delayed reports were brought forward.



Local Bike Groups (LBGs) saw strong growth and activity city-wide. Groups provided advocacy leadership on Wellington Crescent, Assiniboine & Main, and other priority corridors; hosted successful Bike to Work Day pit stops and Fête Ice-Cream-supported community rides; and ran neighbourhood engagement projects such as bingo cards

paired with local business partnerships. Others advanced path connections, including work on Magnus Street and negotiations involving the Molson property. Collectively, LBGs expanded Bike Winnipeg’s presence, strengthened local advocacy networks, and increased neighbourhood support for active transportation initiatives.



Bike Winnipeg also advanced several projects aimed at reducing bike theft and improving secure bike parking. The organization expanded awareness of the 529 Garage system through sticker distribution and event outreach, explored secure parking opportunities at locations such as Portage Place, the Millennium Library, and Graham Avenue, and developed strategies for citywide point-of-sale bike registration. Discussions also began with City partners to explore downtown bike valet services modeled on successful programs in other cities.



In the realm of research and data, Bike Winnipeg initiated a new mapping project designed to create a comprehensive database of gaps in the bike network. The plan includes collaboration with City GIS and the use of PostGIS to develop a more logical, legible cycling map. Each LBG will contribute by producing a local gap map to support evidence-based councillor meetings. Additional research included a winter road-space audit demonstrating unused roadway width that could support future road diets. Technical planning also progressed through the completion and approval of a detailed University of Winnipeg connection plan.

Finally, the organization strengthened its community engagement efforts. Bike Winnipeg participated extensively in Bike Week through pit stops, group rides, prize-supported activities, and outreach materials.

The team also organized a November Town Hall aimed at gathering meaningful feedback on what Bike Winnipeg is doing well and where improvements can be made, reinforcing the organization's commitment to transparency, responsiveness, and community-driven advocacy.



Patty Wiens

Advocacy Chair

Education Committee

The Education Committee was formally established in the summer of 2025 following its transition from the Outreach Committee. Since then, we have focused on developing a clear strategic direction and strengthening our role within the organization.

Over the past year, we have begun updating our educational offerings to better meet the needs of all riders. This includes planning new lunch-and-learn sessions, expanding full-day training opportunities such as Cycling Champions, and exploring additional formats to support skill-building and rider confidence.

We also completed a review of our Terms of Reference, which will guide our work as we continue to grow. This framework positions the committee as a key contributor not only to rider education, but also to collaboration across other committees and organizational initiatives.

As a newly formed committee, we are excited about the path ahead and remain committed to continuous improvement. We welcome input from members and partners as we strengthen our programs and expand our impact.

Thank you to all Education Committee volunteers for your dedication, leadership, and support in shaping this new committee and advancing cycling education in Winnipeg.

Adam Johnston
Chair, Education Committee



Outreach Committee

This year marked a significant shift for this committee as Outreach and Education once again split into two separate committee groups. Bike Winnipeg's Board of Directors merged the two committees in 2018 in the hope of being more effective as a unit and sharing our volunteer power. This year we decided to split the two committees apart once again as our priorities have shifted, in particular with the continued successes of our Local Bike Groups.

The Outreach Committee continues to take responsibility for Bike Winnipeg Group Rides (including Ride Leads and Ride Marshals) and the Bike Winnipeg Ambassadors program. Additionally the Outreach Committee supports our Local Bike Groups (with the Advocacy Committee and the Board of Directors), specifically with their group rides and community outreach goals.

Our 2025 ride season included annual favourites such as our Art Rides (with the Winnipeg Arts Council), the Pedal Powered Ghost Tour (with Matthew Komus, author of Haunted Winnipeg), our Bike for the Future series (with our Advocacy Committee and our Local Bike Groups), and Kiddical Mass (with Bike Week Winnipeg). We also supported numerous Local Bike Group rides and attended numerous events with our Bike Winnipeg Ambassadors, such as Clean Air Day and the Volunteer Manitoba Volunteer Fair.

As always, we love to share our community engagement statistics with the membership. This year, we welcomed 611 group ride participants to 30 group rides. We engaged with 418 community members at our Cycling Ambassador events!

2025 sometimes felt like a challenging year to be coordinating outdoor events. Between smoke, heat, and inclement weather, we are so grateful to every one of our volunteers and

participants who put up with same day cancellations, rescheduled rides, and adjusted routes. We have had to rethink our previous group ride weather policy (aka we don't ride in thunderstorms) as we deal with the changing climate. These regular interactions with the realities of our changing climate under the ongoing climate crisis reminds us why the work we do to get more people on bikes is so important.

The Outreach Committee recognizes the dedication of our core volunteers - Dave Elmore, Ian McCausland, Adam Johnston, and Ian Walker. Without you none of this work would be possible.

We acknowledge and deeply appreciate the invaluable contributions of our ride marshals and cycling ambassadors. Your work keeps us safe and helps us grow our cycling community.

And to our membership and our wider cycling community who joined and supported our 2025 rides and events? You are why we do this. As Board Director, Bicycle Mayor, and friend Patty Wiens always reminds us - "You are Bike Winnipeg". We hope to see you out on the roads and pathways again soon.

Sincerely,
Julia Schroeder
Outreach Chair



Fundraising Report

As a non-profit, Bike Winnipeg depends on its internal fundraising to provide core funding for our administration and operating costs. Memberships and donations also help us maintain our outreach programs, and provide seed funding for grant projects that further our goals.

Memberships & Donations

Membership and donations revenues were down 24% from 2024 to 2025. This was mainly due to substantial, out of the ordinary one time donations in 2024. Giving Tuesday was once again a success highlighting our members and why they think it's important to be a part of Bike Winnipeg. A large portion of our donations are normally focused around Giving Tuesday.

Sponsorships

We have completed 1 year into our sponsorship program. We have 2 levels; 10 - Supporter sponsors at \$1000 and 1 - Champion sponsor at \$5000. For the 2025 season, we had 3 sponsors at the Supporter Level (\$1000): Red River Coop, Manitoba Hydro and Landmark Planning and Design.

Our ongoing sponsors – HTFC Planning & Design, and Intergroup – contributed a total of \$1,000 to Bike Winnipeg in 2025. They are all long-term sponsors of Bike Winnipeg.

Supporter Level



Red River

Project Sponsors



Campaigns

This year Bike Winnipeg's Patty Weins and Ian McCausland led a fundraising campaign to sell T-shirts. The shirts showcased art by Kal Barteski that she graciously donated her time to create. It reads Bike Winnipeg's Mission: "More people biking more often". The first round of shirts were such a success that folks who missed out on the first round demanded a second round which included a membership with purchase. These shirts were offered in 2 colors - red (Rob Jenner's favorite color) and navy blue. They raised \$3200 selling in support of Bike Winnipeg.



Grants

In 2025 we continued to have income from grants we were awarded in previous years. We applied for 5 grants in 2025 and were successful with 3 of those grant applications. We were approved for 1 Federal Canada Summer Jobs Grant but we were unable to take

advantage of it since it was only for half of what we required to provide a viable position. We are hoping that an unsuccessful City of Winnipeg grant application for Community Organizations Bicycle Valet Subsidy can be managed through a second City of Winnipeg budget program, as we were able to take advantage of in 2025

Successful 2025 grant applications:

Volunteer Manitoba provided us with \$911 of in-kind support to enroll staff and volunteers in training sessions.

The Government of Manitoba provided us with funding in support of the Pedal into History rides program. Unfortunately, smoke from this summer's wildfires forced the cancellation of these rides. We were allowed to transfer some of the funding (\$362) over to the Pedal Powered Ghost Tours that were run in the fall.

We have been awarded \$2000 from the City of Winnipeg to help develop and run theme rides in 2026.

Robyn Dyck Sponsorship Chair.



Measurement, Audit and Compliance (MAC) Working Group

March 4, 2026

The members of the Measurement, Audit, and Compliance (MAC) working group have performed an analysis of the 2025 balance sheet and income statement of Bike Winnipeg Inc. This analysis consisted primarily of analytical procedures, inquiries, and inspection of supporting documentation (where needed).

The analysis performed by the MAC Committee does not constitute a review of historical financial information in accordance with CSRS 2400 nor does it constitute an audit of financial statements in accordance with the Canadian Auditing Standards.

Based on our analysis, nothing has come to our attention that indicated that the balance sheet and income statement were materially misstated.

Signed,

2025 Measurement, Audit, and Compliance Working Group

2025 Financial Statement Analysis

Purpose: To document the procedures performed by the MAC working group and the conclusions noted in an analysis of Bike Winnipeg's 2025 balance sheet and income statement.

Disclaimer: The analysis performed by the MAC working group does not constitute a review of historical financial information in accordance with CSRS 2400 nor does it constitute an audit of financial statements in accordance with the Canadian Auditing Standards. The analysis performed by the MAC working group consisted primarily of analytical procedures and inquiries. Inquiries were made of Luke Lorentz, Bike Winnipeg Treasurer.

Procedures performed:

- 1) We determined materiality for the analysis using a range of financial statement benchmarks selected and applied a percentage against the benchmark and calculated an average from these figures to arrive at a materiality amount. This amount would represent the level of sensitivity a financial statement user would have.
 - a. Misstatements, including omissions, are considered to be material if they, individually or in the aggregate, could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements
 - b. Materiality was determined to be \$2,000
- 2) We performed a year-over-year balance sheet variance analysis investigating all changes greater than materiality and 10%. We also selected additional balance sheet variances on an ad-hoc basis.
- 3) We performed a year-over-year income statement variance analysis investigating all changes greater than materiality and 10%. We also selected additional balance sheet variances on an ad-hoc basis.
- 4) We performed ratio analysis using more commonly used financial statement ratios in the not-for-profit industry.
- 5) We used Quickbooks Accountant to review journal entries where applicable to corroborate explanations provided by the Treasurer.

As at December 31 2025 2024 Change

Current Ratio	1.84	1.81	0.03 (+1%)
Days Cash on Hand	282	145	137 (94%)

Findings: Based on our analysis, nothing has come to our attention that indicated that the balance sheet and income statement were materially misstated. Refer to observations for additional information.

Observations:

- The significant increase in days cash on hand is a result of a reduction in grant work (therefore causing a reduction in the related expenses) compared to previous years, but still holding some of the grant-related cash (e.g., Community Services Recovery Fund - \$9K cash remaining)

Treasurer Report

March 27, 2026

This year focused on investment of both time and money into various endeavours which will help contribute to the future growth of the organization. Substantial time was put into submitting our charitable status application to the CRA. After some follow ups, we expect a response in May of 2026. We invested \$5,500 in Bike Valet equipment: fencing, canopies and lights.

Memberships and donations totaled \$17,132 in 2025, a decrease of \$5,558 (24%) from 2024.

Bike Winnipeg did not receive any substantial grants in 2025. However, we did continue to work on the active grants from prior years. The two Bike Share grants are complete and final reports are to be submitted. There is still \$9,000 left on the Community Service Recovery Grant.

We have a healthy balance sheet. Our cash balance of \$29,000 covers our grant obligations and payables of \$18,800. The cash accounts are tightly controlled, and the money is allocated only to grant specific work.

A key focus in 2026 will be securing more businesses sponsorships and moving closer to obtaining charitable status.

Sincerely,
Luke Lorentz, CPA
Treasurer, Bike Winnipeg





BIKEWINNIPEG INC.
Financial Statements
(Unaudited)

December 31, 2025

Bike Winnipeg Inc.
 Balance Sheet
 as at December 31, 2025
 (Unaudited)



	2025	2024
Assets		
Current Assets		
Cash	\$ 28,989	\$ 28,169
Accounts Receivable	4,927	5,380
Downpayment on Assets	<u>-</u>	<u>1,381</u>
Total Current Assets	33,916	34,930
Fixed Assets (at Net Book Value)		
Bike Valet Capital Equipment	5,315	1,426
Bike Valet Equipment - 2020/2021	811	2,434
Bike Valet Fencing - 2021	505	1,515
Drill Press- 2020/2021	94	281
E-Bike- 2021	1,518	4,555
Credit Union Membership Share	<u>5</u>	<u>5</u>
Total Fixed Assets	<u>8,249</u>	<u>10,216</u>
Total Assets	<u><u>\$ 42,165</u></u>	<u><u>\$ 45,146</u></u>
Liabilities and Equity		
Accounts Payable	\$ 6,136	\$ 1,511
Deferred Grant Income (note 2)	12,723	18,233
Source Deductions Payable	<u>115</u>	<u>27</u>
Total Liabilities	18,975	19,771
Reserve - Operating Expenses	5,000	5,000
Current Surplus (Deficit)	(2,186)	9,793
Retained Surplus (Deficit)	<u>20,376</u>	<u>10,583</u>
Total Liabilities and Equity	<u><u>\$ 42,165</u></u>	<u><u>\$ 45,146</u></u>

Approved on behalf of the board:

Corey Dyck - Director

Luke Lorentz - Director

Bike Winnipeg Inc.
Income Statement
for the 12 months ended December 31, 2025
(Unaudited)



	2025 Annual	2025 Budget	Variance to budget	2024 Annual	Variance to 2024
Revenues					
Grant Revenue(note 2)	\$ 14,838	\$ 23,075	(8,237)	\$ 51,444	(36,606)
Memberships	10,230	11,250	(1,020)	11,366	(1,136)
Donations	6,902	14,000	(7,098)	11,324	(4,422)
Sponsorships	3,500	2,500	1,000	750	2,750
Miscellaneous (note 3)	8,821	2,092	6,729	3,395	5,426
Total Revenues	44,291	52,917	(8,627)	78,279	(33,988)
Expenses					
Grant Expenses(note 2)	7,987	18,525	(10,538)	43,160	(35,173)
Executive Director	19,673	20,835	(1,162)	16,247	3,426
Depreciation (all assets)	6,296	6,000	296	5,949	347
General and administrative	7,188	7,900	(712)	5,532	1,656
Insurance	2,241	2,300	(59)	2,170	71
Merchandise (note 4)	2,040	-	2,040	-	2,040
Total Expenses	45,425	55,560	(10,135)	73,058	(27,633)
Surplus(deficit)	\$ (1,134)	\$ (2,643)	\$ 1,509	\$ 5,221	\$ (6,355)
Other Projects					
Bike Valet Income (net) (note 5)	(1,401)	1,630	(3,031)	4,183	(5,584)
Outreach - Paid Rides (net)	350	975	(626)	389	(40)
Other Projects total	(1,051)	2,605	(3,656)	4,572	(5,623)
Total Net Income (Loss)	\$ (2,186)	\$ (38)	\$ (2,148)	\$ 9,793	\$ (11,978)



Note 1: Fixed Assets and Amortization

Fixed Assets are recorded at net book value.

Assets are amortized on a straight-line basis over five years, using the half year rule.

Bike Valet Equipment Additions in 2025:

Wallace and Wallace Fencing	\$	2,763
Impact Canopies		1,144
Batteries, Tables, Stands		899
Home Depot Lights		668
	\$	5,472

Note 2: Grants and Deferred Grant Income

In 2025, Bike Winnipeg did work on the following grants:

Grant	2025	Deferred to 2026+
Community Services Recovery Fund (from 2023)	\$ 5,755	\$ 9,018
City of Winnipeg	5,594	-
Green Action Centre- BEST	2,000	-
Manitoba Public Insurance	984	-
IRP Bikeshare (from 2023)	505	-
ATF Cargo Bikeshare Research Project (from 2023)	-	5,056
Building Sustainable Communities	-	(2,600)
Heritage Manitoba	-	750
City of Winnipeg Education and Safety	-	500
Total	\$ 14,838	\$ 12,723

The grants were used in the following ways:

Community Services Recovery Fund	\$	5,709
Bike Parking Coordinator		2,278
	\$	7,987

Note 3: Miscellaneous Revenues

Sales of Merchandise (Note 4)	\$	5,520
Honorarium (Bike Week Winnipeg)		1,500
Honorarium (Storefront Manitoba)		500
Honorarium (MPI Driver Z Program)		250
Bicycle Valet Rackrental (MSCanada)		500
Bicycle Valet Rackrental (Children's Hospital)		500
Bank Interest		51
	\$	<u>8,821</u>

Note 4: Merchandise Sales

Two sets of T-shirt sales designed by Kal Barteski contributed \$3,480 net

Sales of Merchandise	\$	5,520
Cost of Merchandise		<u>(2,040)</u>
	\$	<u>3,480</u>

Note 5: Bike Valet

In 2025, Bike Winnipeg booked 28 events (down from 36 the previous year).
Some of these events were subsidized by the City of Winnipeg Grant

	2025	2024
Revenues	\$ 13,330	\$ 17,321
Subsidies	2,500	(3,410)
Expenses	<u>(14,731)</u>	<u>(9,728)</u>
Net Profit	<u>\$ 1,099</u>	<u>\$ 4,183</u>

2025 Sponsors

Supporter Sponsors



Project Sponsors



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Partners

