

Bike Winnipeg

Executive Directors Report

June 9, 2015

Committee Activities

Finance

I have been working on adding in projections and actuals to the budget passed at the last meeting. Note that a bit of an Excel error had increased our projected expenses so that we ended up with a projected surplus of \$285. Ultimately, that will probably be offset by a higher cost of sales on our t-shirts (we get taxed on them, and the cost of the printing might not be as low as I projected).

See the attached spreadsheet.

Fundraising/Membership

Three Protected Bike Lanes Event

This went quite well. Thanks to Stephane and Dustin for their hard work in making this happen. Dustin and I are following up to put together plans for the Downtown Protected bike lanes. See below for further action we are taking on the Provencher protected lanes.

Provencher Bike Lanes Fundraiser

We had a reasonable turnout, including many people from the neighborhood and at least a few business owners. As such, I think it was a very successful event with a net income of around \$275. A big thanks to Stephane who did most of the work to make this happen, to Stéphane Oystryk who donated film royalties to us, and to the following businesses who donated merchandise or gift certificates for the raffle:

- Constance Popp Chocolatier
- Stella's
- White Pine Bicycle Co.
- Café Postal
- Chaise Café

Thanks as well to Le Cercle Moliere and Caisse Populaire for sponsorship of the event.

StrikeBike!

Danny Schur has managed to get the Free Press to put in an article promoting the event, which should really help with sales. We will also be promoted through Bike Week Winnipeg and through Bike Winnipeg's social media and newsletter. I have also been putting hand bills out and will get the event posted into various event listings.

Danny thinks that we should add two more tours on Sunday.

Visit [here](#) to sign up.

October Concert Fundraiser

We will be holding a fundraising concert at the West End Cultural Centre on Friday October 9th. I am currently working on booking of the bands for the show. Once I have the bands inked, I will be looking for help on raffle prizes, poster design and distribution, and running of the event.

T-Shirts

Stephane has got sample t-shirts out to White Pine Fixies in the Forks, and Bikes & Beyond on Henderson. He and Bill have also gotten a sales site for them up on our web site. I will include a plug for them in our next newsletter.

Outreach

Display Trailer Events

Past Events

- Ellice Street Festival – Saturday June 6th

Upcoming Events

- Happy Days on Henderson – Saturday June 13th – 81 Henderson Highway (MBCI Campus)
- Bike to Work Day Pit Stop – Friday June 19th 6:30am until 9am @ the foot of the Disraeli Pedestrian Bridge on Rover.
- Folk Festival – July 9-12th @ Bird's Hill Park
- Sherbrook Street Festival – September 12th
- Ciclovía – September 13th

Bike Week

Pit Stop

Our pit stop will be located at the foot of the Disraeli Bridge on Rover again this year. It runs from 6:30am until 9am. I will get catering from Neechi Commons again this year.

Theme Rides

We are helping organize three theme rides this year as part of Bike Week:

- [FIFA Game Day Ride](#) to Investors Group Field – Tuesday June 16th
 - Leaves from Bonnycastle Park at 3pm sharp.
 - Ends at IGF ~ 3:45
- [Infrastructure Ride](#) – Wednesday June 17th
 - Leaves from the Forks @ 6:30pm
 - Ends at the MB Legislature ~ 8:30pm
- [ArtRide](#) – Thursday June 18th
 - Leaves from the Disraeli Pedestrian Bridge @ 6pm
 - Ends at the St. Vital Park Duck Pond ~ 8:30pm

Visit the Bike Winnipeg Events Calendar to sign up.

Education

See the education committee report for work underway to put forward a proposal for cycling skills education within the school system.

Advocacy Activities

Pedestrian & Cycling Strategies

I met with the mayors office of public engagement to discuss the project, as well as to discuss the process that exists for many non-AT projects, which is often far less involved than for AT projects.

Their report will go before the Executive Policy Committee on June 23rd. Hopefully the Pedestrian & Cycling Strategies will also be part of that meeting, with passage scheduled for the June meeting of Council.

Southwest Rapid Transit/Pembina Underpass Capital Integration Project

The open house for third phase of the public engagement process for this project was held on May 28th. The boards released to the public were low resolution, so it is difficult to make out some of the details. I received a higher resolution version today, which should help. I am putting together a set of recommendations for Bike Winnipeg.

Here are the basics

Harrow/Harrow East

- Realign this intersection to remove confusion

Pembina Underpass

- Add a more direct connection between the Pembina buffered bike lanes and the Fort Rouge Yards pathway using a switchback trail between the Jubilee Overpass and the new Rapid Transit Bridge

Clarence Avenue

- Will be reconstructed in 2015, Clarence will be one of the RT stations. The tender has been issued, and the bids have been unsealed.
- As one of the few signalized crossings of Pembina, Clarence has high potential to provide connectivity for people wanting to bike to the transit station or connect off of the rapid transit path to businesses along Pembina
- Without this connection, no one east of Pembina will be included in the catchment area for this station. This becomes the weakest link in the connection to transit.
- We would like to see raised bike lanes added to Clarence as part of the reconstruction project. The incremental cost of doing this during a reconstruction is small, but quite high if done separately.
 - Parking can be retained if facilities are added during a reconstruction
 - If nothing is done, we will be asking for the removal of parking to make way for bike lanes.
 - raised bike lanes can be cleared of snow quite affordable.

Chevrier

- Similar to Clarence in terms of connectivity to RT and between the AT pathway and the Pembina protected bike lanes
- Current plans call for the construction of a two way bike path on the south side of Chevrier from the RT route to Pembina
 - A two way path will create a confusing and potentially dangerous intersection that forces people on bike to cross Chevrier when they should not have to adding delay and inconvenience
 - Two one way protected bike lanes are a better option. Better connectivity, fewer conflict points at intersections, its direct, simple transitions where the protected bike lanes end.
 - The planned two way path requires removal of trees on south side of Chevrier, using two one way protected bike lanes allows the trees to be retained.

South Park and Integration with the U of M's Visionary (re)Generation

- As with Clarence and Chevrier, two one way protected lanes are a better option than the planned two way bike path
- The bike routes planned through the Southwoods lands fail to connect to the pathways planned for the campus
 - Planned multi-use paths between the Victoria Hospital property and the current northern boundary of the campus
 - The retail corridors (Sifton and Innovation Drive) envisaged in the long term planning for the campus
 - Future bicycle valet sites at IGF that will be needed as more and more people bike to the games when the connectivity provided by RT is provided
 - The critical destinations that will not be connected to through the planned AT route into the U of M include:
 - Victoria Hospital
 - The Soccer Multiplex
 - Smart Park

CPR Yards Crossing Study

It is now looking like the next public open house will take place in late June or July (June 29th is a potential date). I am very concerned that while the crossing improvements will include facilities for people on foot or bike, there will not be any effort to connect these new facilities up to the network via direct routes that are of a similar protection/stress level to what is provided in the actual crossings.

Chief Peguis Trail Extension

John Wilmot and I attended a workshop on June 3rd. The boards from the workshop will not be release until after the second workshop, which is scheduled for Thursday June 11th (see below)

Thursday, June 11, 2015

Red River Community Centre
293 Murray Avenue (at Main Street)
6:30 p.m. to 9:00 p.m.

RSVP with your name and contact information for one of the above workshop dates to:

Email: [Erik Dickson](mailto:Erik.Dickson)
Phone: 204-927-3444

William R Clement Trail Extension

I'm attending the next stakeholder meeting Tuesday June 16th.

Marion Widening & Grade Separation

I am hoping to put together a set of recommendations for this project. The interchange is horribly mismatched to the neighbourhood, and goes against transit oriented design standards as well as recommendations from Our Winnipeg. North/South travel will be almost impossible for anyone on bike. East/west travel will be quite inconvenient as you will be pushed from one side of the road to the other, and forced to walk through a wide intersection with four separate crossings at Marion.

Downtown Protected Bike Lanes

As mentioned above. Dusting and I are putting together some recommendations. We hope to shop those recommendations to the Downtown BIZ and business owners along Fort/Garry and Hargrave/Carlton.