



More People Biking More Often

2015 AGM Report

April 30, 2016

2015 Highlights

- Passage of Pedestrian & Cycling Strategies
- Southwest Rapid Transit Corridor/Pembina Underpass Project
- Public Utilities Board Hearings on MPI Rates
- MPI Workplace Cycling Skills Pilot Project
- Bike Education Partnership with Green Action Centre, the WRENCH, MPI & Seven Oaks School Division

Executive Director Report

While the 2015 year was shortened by the change of date in our year end, we still managed to pack a lot of activities into our shortened year, including advocacy work, encouragement/outreach events, and work on educational programming.

As in previous years, advocacy was a primary focus of our work in 2015.

Passage of Pedestrian and Cycling Strategies



The biggest shift we saw in 2015 was the passage of Winnipeg's first ever Pedestrian and Cycling Strategies in July. It was a bit of a bumpy road leading towards the eventual passage of these strategies, but we are very happy to have these strategies passed and now part of Winnipeg's official development plan. During the process, we met with several councillors and spoke before a number of committees and council as a whole to support the strategies and build up support. In the end, council voted 12 to 3 in favour of the strategies.

The strategies lay out a blueprint for the development of Winnipeg's cycling network for the next 20 years, and call for an investment of \$334 million over that time period. It's important to remember that this is a living document, and that projects shown on the maps included in the strategy will change through public consultations. There is room for improvement, and there remains lots of work to be done educating people on the benefits that a dense and connected network will provide to the level of safety and convenience required to encourage more people to bike more often.

Public Utilities Board Presentations

Once again Bike Winnipeg received intervenor status to speak before the Public Utilities Board in their Manitoba Public Insurance rate hearings in 2015. Our effort was led by the volunteer work of Bike Winnipeg director Charles Feaver and the incredible volunteer work of Jason Carter, who devoted hours and hours of time to our presentations.

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Executive Director's Report (continued)

“the new Arlington Street Bridge will include protected bike lanes that will stretch from McDermot to Burrows

City of Winnipeg Infra-structure

2015 was a busy year for infrastructure in the city, keeping us busy on a number of stakeholder committees which will be moving into their detailed design and construction phases next year.

CPR Yards Crossing Study



The CPR Yards Crossing Study began looking into crossing options for the CPR Yards between Salter Street and McPhillips Street in the fall of 2014, spurred on by an eminent closure of the Arlington Street Bridge. As a participant in the stakeholder meetings, and with the support of many like-

minded groups and community members, we were able to successfully push for a new Arlington Street Bridge that will include protected bike lanes, and were able to lobby for an extension of the protected lanes south to McDermot Avenue (from the original plan to stop at Alexander) and north to Burrows (originally ending at Selkirk).

The community was split on options for a second crossing of the yards (either at a widened McPhillips Street Underpass or new tunnel connecting Sherbrook with McGregor), with the result that a decision on a second crossing will now be made at a later date. Construction on the new Arlington Bridge should be completed around 2023.

One of the goals we will be working on over the next few years is to ensure that the protected bike lanes on Arlington are extended south to Portage and North to Inkster Avenue, which would allow Arlington to become a key north/south spine in Winnipeg's cycling network, providing connectivity from the Assiniboine River all the way up to the Garden City and Templeton-Sinclair neighbourhoods.

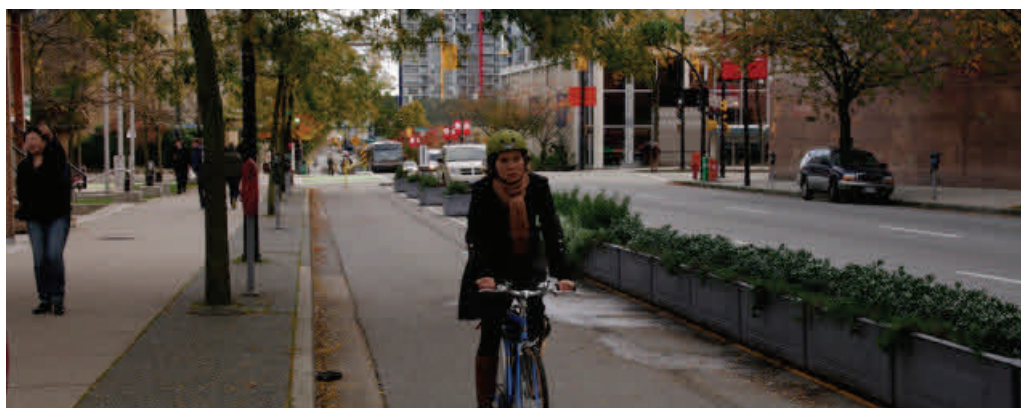


Executive Director's Report (continued)

Southwest Rapid Transit Corridor & Pembina Underpass

Another long and involved stakeholder process that came to an end in 2015 was the Southwest Rapid Transit Corridor project, which has now grown to include the rehabilitation of the Pembina Underpass (@ Jubilee). Next to the Downtown, the University of Manitoba is the city's biggest destination, so providing a separated pathway from Jubilee through to the U of M will fill a gaping hole in Winnipeg's cycling network. The Pembina Underpass and Pembina/Jubilee intersection are also near the top of Winnipeg's worst choke points for people

trying to bike to their destinations, so getting protected bike lanes on both sides of Pembina through this intersection plus a separated path over Pembina will be a major victory when construction is completed in 2018, and provide a great starting point to those biking to the U of M once the SWRTC is completed in 2019. We put a lot of time into these projects, and again had good support from the community who came out to express their views at a number of open houses. Next up for Rapid Transit will be the East Corridor which will stretch from downtown to Transcona, and like the SWRTC will require an alignment study prior to development.



Provencher Boulevard

Bike Winnipeg Director Stéphane Dorge continued his superb work advocating for protected bike lanes on Provencher Boulevard throughout 2015. In support of this work, we held a well-attended fundraising event at the Cercle Molière' to highlight some design ideas for Provencher and screen filmmaker Stéphane Oystryk's feature film FM Youth (which Stéphane kindly let us screen royalty free). Stéphane has followed this up by meeting with countless businesses along Provencher and presenting his protected bike lanes proposal before city committees.

Stéphane's hard work has built up a number of supporters along Provencher and was rewarded this year when a motion was passed to include a functional study of protected bike lanes on Provencher in the city's 2017 AT Action Plan.

Downtown Bike Lanes Network

A short term priority of the pedestrian and cycling strategies is for the development of a network of protected bike lanes in the downtown. Bike Winnipeg director Dustin Dilts and I met with the Downtown BIZ and presented a detailed paper put together by Dustin showing major connections we felt needed to be incorporated into the design of the downtown protected bike lane network, along with some ideas on street configuration and place making opportunities. The meeting with the Downtown BIZ was followed up with a pizza and beer meeting organized by the Downtown BIZ that we attended with local businesses. Open houses have taken place for Fort & Garry, with the expectation that construction will take place in 2017 (and possibly 2018).

A functional study for protected bike lanes on Provencher Boulevard will be included in the 2017 AT Action Plan

Executive Directors Report (Continued)

Other Projects

Other city projects where we participated as stakeholders included the William R. Clement Parkway extension, the Waverley Underpass project, and the Chief Peguis Trail West extension. All projects will include cycling facilities as part of their development. The Waverley Underpass project has moved into detailed design, with construction scheduled to begin in January of 2017. No dates are set for construction of the Chief Peguis Trail West extension or William R. Clement Parkway extension.

Reaching out to the Community



Our display trailer remains an excellent tool for us to reach out into the community and provide information to people looking to ride their bikes more often. In the past year, we were at 10 events with the display trailer. Our other main outreach focus is on group rides. We helped organize 4 group rides in 2015, plus 3 StrikeBike! tours, which are part of our fund-raising efforts.

Community Partnerships

One of our goals in 2015 was to build up partnerships with community organizations that are interested in improving the walking and cycling environments in their neighbourhoods. The goal is to collaborate with communities by providing expertise on walking and cycling infrastructure as the community organizations develop their 5 year plans, and to gather local information on roads and pathways so that the city's cycling network can be refined at the local level.

In 2015, we collaborated with the Daniel McIntyre/St. Mathews Community Association to put on the Arlington event, and we have committed to working with them in 2016 to help develop the AT portion of their 5 year plan.

Our other community focus in 2015 was cycling connectivity into the U of W campus, which we feel should be a top priority in the city's implementation of the cycling strategy. To move things forward, we met with the West Broadway Community Association who are also keen to see improved connectivity to the U of W, and set up an initial meeting with the U of W's sustainability office, West Broadway Community Organization, UWSA, UWSA Bike Lab, and the City's AT coordinator. We identified a number of opportunities and came up with a number of actions that will have to be followed up on in 2016. Work on this project will continue through 2016.



"In the past year, we were at 10 events with the display trailer and helped organize 4 group rides"



Educating the Public on Cycling Skills Thanks

In 2015 we dropped the Leisure Guide cycling skills courses which had been poorly attended to focus on workplace skills programming and school based cycling skills education. Please see Jeremy's education report for full details about these projects, which are continuing forward this year.

Other education activities included a lunch hour talk I gave to the Provincial Property registry employees in May, and a talk on winter cycling I participated in with the UWSA Bike Lab in October.

Ongoing Membership Meetings

We held a number of membership meetings in 2015 to get input from our membership and showcase some of the work that Bike Winnipeg is advocating for. These included:

- 3 Protected Bike Lanes (May)
- Provencher FM Youth event (May)
- Cycle4Recycle (September)
- Arlington & Banning Proposals (September)

All of the work we do through Bike Winnipeg is made possible by the generous support of our members and volunteers who come out to help with our many events, and who make their voices heard at various open house events that we ask them to attend throughout the year. Your commitment to make cycling in Winnipeg a safe, enjoyable, accessible and convenient transportation choice year-round is making a difference!

Finally, I would like to thank the board of Bike Winnipeg who put a tremendous amount of work that rarely gets the recognition it deserves. As an organization with very limited resources, I rely on our board to be a working board, and am constantly amazed at the talent and efforts that they marshal to advance our efforts.



Advocacy Committee Report

In addition to working with Executive Director Mark Cohoe to promote bike friendly solutions to city infrastructure projects, members of the Advocacy committee worked on improving safety for cyclists on roads in Manitoba.

We were again recognized as full intervenors at the Public Utilities Board review of the MPIC application for programs and rates for 2016/17. We engaged a lawyer to represent Bike Winnipeg. Our objectives at this hearing were to argue:

MPI road safety programs should focus on reducing accidents that cause injuries and deaths, and

MPI should develop road safety programs that effectively tell drivers how to steer around cyclists.

MPI presented the framework for its 2016-17 road safety program. Once again, the cycling safety program is inadequate. Our cross-examination showed that MPI's road safety program is based on a flawed cost-based business plan;

— MPI focusses its loss reduction programs on reducing costs for repairing and replacing vehicles, which are far greater than payouts for injuries and fatalities.

— MPI pays out an average \$68,000 for claims to families of cyclists killed in road accidents (and similar amounts for others killed on the roads). This low payout means that an expensive safety program to reduce road fatalities would not generate “favourable returns” in an MPI business case.

BW demonstrated that most other jurisdictions focus their road safety programs on reducing fatalities and injuries, not on reducing repair costs. In those jurisdictions, safety of pedestrians and cyclists is a greater priority. In other regulatory environments, the “social cost”, or “economic value” of a human life is \$7 million, 100x more than MPI pays out. For the approximately 90 lives lost on Manitoba roads in an average year, that represents a social cost of \$2.7 Billion, about five times more than MPI spends on vehicle repair and replacement.

In its decision, the PUB again asked MPI to invest in initiatives that can reduce the social and financial costs of collisions. This is a nudge in the right direction, the result of ongoing input from Bike Winnipeg, the Consumers' Association and CAA. They also made some recommendations which will help BW build our case at next year's hearing. This is a multi-year process.

Also, advocacy committee members have been participating in the MPI road safety stakeholders committee, making representations to the provincial government road safety committee, and to individual members of that committee, arguing for:

- The need for a Vision zero road safety initiative
- Filling the gap between MPI's road safety focus on lower claims costs and the social costs of collisions that injure and kill.
- Better data collection and sharing
- The critical role of signs and road markings in teaching drivers correct behaviours.
- Lower urban speed limits and design speeds;

In its decision, the PUB again asked MPI to invest in initiatives that can reduce the social and financial costs of collisions

Education Committee Report

April 30, 2016

Highlights:

- We met as a committee met on Dec. 8, Jan 19. We also organized and/or participated in meetings on bicycling education in the schools (Dec 17, Feb 8, Feb 25), a meeting to review proposed commuter education program with MPI (Apr 15) and the MPI External Stakeholders Committee on Loss Prevention (Jan 14).
- In December we organized a meeting of key stakeholders concerned with bicycle education in the schools, leading to the formation of a working committee, MPI funding support for a project manager, and Seven Oaks School Division commitment to participate in the pilot project.
- We entered into an agreement with MPI for a pilot project to provide a cycling education program for commuters targeted at larger downtown employers.
- We continued to research the issue of educational programs and videos for bus drivers and cyclists on how to safely share the road with each other.

“Bike Winnipeg initiated a process that lead to the creation of a partnership with Green Action Centre, the WRENCH, MPI & Seven Oaks School Division that we hope will begin teaching cycling skills to grade 4-8 students in the fall of 2016”

Goal	Time Frame	Progress	Follow Up
Develop and secure support for a bicycling education program to be delivered in public schools.	Medium & Longer Term (2016-17 School Year)	Organized meeting involving many stakeholders where we presented a proposal developed by Bromley. This led to the formation of a working committee including representatives of Green Action Centre, CAN-BIKE, the WRENCH, MPI and Bike Winnipeg. MPI is providing support for the hiring of a project manager, and Seven Oaks School Division wants to participate in the pilot project.	Project Manager to be hired; terms of reference for the Steering Committee and Project Manager to be determined; detailed planning and discussion required for implementation of the pilot project in 2016-2017 school year.



Education Committee Report (continued)

Goal	Time Frame	Progress	Follow Up
Develop and deliver workplace based cyclist training courses	Spring-Fall 2016	MPI proposed to launch a pilot program in the spring and we agreed to participate in planning and promoting the program. The program will be piloted with three employers this year. Program to be modified, using the MPI Cycling Champions program as a starting point.	Dave and Jeremy will continue to participate on a working committee with MPI to plan the program and review program content. BW will have an ongoing advisory role in the program.
Develop and implement a Bus/bike awareness campaign in cooperation with the transit union. Goal is to educate each group about the other.	Medium term (in 2016)	An initial meeting with union president and bus driver trainer in 2014 but no further meetings since that time. We have identified a number of videos and other materials used in other jurisdictions to provide education to bus drivers and cyclists.	Identify someone who can take the lead on this project. Arrange another meeting with transit union.
Participate on the MPI Stakeholder Committee on Loss Prevention and provide feedback and recommendations particularly on Road Safety issues.	Quarterly meetings	Attended meeting on Jan. 14. Provided comments and recommendations on the MPI public education campaign on bicycle safety.	Continue to provide and follow up on BW road safety recommendations and issues. Seek input into the planning of future MPI public education on road safety.

“This spring, MPI will be launching a workplace cycling skills course based on the Hydro Cycle course Bike Winnipeg piloted in 2014”

Plans for Coming Year

- Follow up on our main goals as identified above
- Recruit additional members to the Education Committee to assist with our activities, particularly someone to take the lead on the bus driver/cyclist education initiative

-- Jeremy Hull, Committee Chair



Memberships & Donations

2015 saw us return to a yearly membership model where we charge an annual fee of \$20/year for memberships. While we didn't reach our membership goal of 150 new members and \$3,000 in membership revenue for 2015, we did reach membership of 129 and exceed 50% of our hoped for membership revenue within the 9 months of the shortened fiscal year (we offered membership discounts at the Provencher and fall concert fundraisers). We've expanded our goals for 2016, and have already surpassed membership revenue collected in 2015.

Donations in the 9 months of 2015 included in our shortened financial year amounted to just over \$800, which is more or less in line with our expectations of \$1,000 that we had budgeted for the full year.

Fundraising Events

We held three major fundraising events in 2015 which were all successful.

Provencher

The main goal of the Provencher fundraiser in May was to present our proposal to install protected bike lanes along Provencher Avenue, with secondary goals of raising some money for Bike Winnipeg and providing a fun night out for our membership. 43 people attended the meeting and had the opportunity to learn about the proposal, including many that live, work or shop along Provencher. We raised \$275 at the event, and built our membership base. It was a great night, and everyone enjoyed the film *FM Youth*, which was kindly provided to us royalty free by filmmaker Stéphane Ostryk. Sponsorship for the evening was generously provided by Caisse Financial Group.

StrikeBike!

We had another very successful run of StrikeBike! tours with Danny Schur, who acts as tour guide extraordinaire for this paid ride focused on the history and places associated with Winnipeg's General Strike of 1919. We had 57 participants over three tours this year, generating a \$733 profit.

Fall Concert

In October, we presented Dirty Catfish Brass Band with Slow Leaved in concert at the West End Cultural Centre. It was a great night, with a nearly full room for what turned out to be a great concert and evening celebrating our accomplishments over the year. We benefited from sponsorship from Landmark Planning & Design and Scatiff, Miller + Murray and a number of bike shops and restaurants the generously provided prizes for a raffle on the night of the concert.

Merchandise

2015 marked a return to t-shirt sales for us, with two designs printed using local t-shirt designer Boomerang 360. We sold around 70 t-shirts over the year for a net profit of around \$400, including setup costs, and are hopeful to expand on this in 2016.

Membership Meetings

We held a number of meetings in 2015 aimed at providing information for our general membership or for promoting cycling culture in the city. These included:

- 3 Protected Bike Lanes (May)
- Provencher FM Youth event (May)
- Cycle4Recycle (September)
- Arlington & Banning Proposals (September)



Bicycle Valet Winnipeg Report

Between March 2015 and November 2015, valet services were provided at 24 events spanning 29 event days. These events were booked by 12 different clients. The largest client is the Downtown BIZ, although events organized by and billed to the BIZ are subdivided into numerous different tours, festivals, and stand-alone events, most of which involve other partners and planning committees. In total, 3103 bicycles were parked, an average of 107 bikes per event day.

A number of new events were booked this year. The FIFA Womens' World Cup occurred before the stand-alone valet was operational at Investor's Group Field and BVW was asked to provide valet services at all games. BVW also participated in the new, three-day Interstellar Rodeo music festival at the Forks. This was a very successful event that was well-attended by cyclists and attractive to volunteers as they were granted access to the festival. This event should become a pillar of the BVW season in the future.

2015 Highlights

- Provided bicycle valet services at 24 different events spanning 29 days
- 3103 bikes were parked over the season, an average of 107 bikes per event day
- 44 different volunteers worked a total of 674.5 hours at our events in 2015
- The average number of hours worked per volunteer was 15.3 over the season
- 5 volunteers worked 30 hours or more
- 7 events spanning 12 days were booked with new clients
- In addition to bikes, we also parked scooters, strollers and even a canoe!



In addition, the Downtown Biz greatly expanded their Moveable Feast bike tours this year, from 2 events last year to 8 in 2015. These events are an excellent fit, as the small number of bike racks can easily be transported from one location to another with the use of our bicycle trailers and volunteers are enthusiastic about participating as they are treated to free sample plates from a variety of downtown restaurants. These are regular, easily manageable events that help round out the season. Other new events included Earth Day at Fort Whyte Alive; the Table for 1201 dinner event; the Chinatown Street Festival; a group ride/paddle promoted by the Manitoba Energy Justice Coalition; and a helmet awareness event for Manitoba Health.

We are currently working with event organizers on several exciting new events for BVW to attend in 2016, including Nuit Blanche at the Winnipeg Art Gallery and the Fringe Festival.

Financial Report

April 30, 2016

Operations for Apr/Dec 2015 and previous years

Revenues	<u>2015</u>	<u>2014/15</u>	<u>2013/14</u>	
Grants				6,500
MEC Grant			3,000	
PUB Legal costs	(note 2)	0	21,414	
Sponsors		400	2,150	2,350
Memberships and donations		2,388	710	929
Fundraising: Events and merchandise	8,606	14,052	2,463	
Education offerings		50	600	
Admin Fees & Misc		2,355	2,865	2,003
Bicycle Valet		15,996	19,108	12,997
Total Revenue		29,795	63,899	\$27,242
Expenses				
Office and administration expenses	391	307	324	
Fees and Legal		450	347	
Staff contracts	(note 3)	8,313	10,800	11,788
Board expenses		303	58	434
Professional development and affiliations	250	405	353	
Membership & promotion		606	467	2,680
Advocacy				2,385
PUB Legal Representation	(note 2)	0	21,414	
Forums		25	1,067	
Fundraising: Events and merchandise	4,103	10,755	2372	
Projects		411	145	1908
Education		50	593	
Bike Valet Operations		16,475	16,438	16,147
Total Expenses		\$31,376	\$62,795	\$38,391
Net gain (loss) for Period		(1,581)	\$1,104	(\$11,149)

Balance Sheet as of Year End

Assets	<u>15-12-31</u>	<u>15-03-31</u>	<u>14-03-31</u>
Current assets			
Bank accounts	6,520	8,118	5,301
Accounts Receivable	1,750	394	250
Fixed Assets			
Reserves	(note 2)	6,948	
Inventory (t-shirts)		745	
Display Trailer		1,207	1,882
BV capital equipment		4,065	<u>6,948</u>
Total Assets		21,235	\$14,382
Liabilities			
Accounts Payable	1,488	1,198	940
Total Liabilities		1,488	\$940
Equity			
Reserve liabilities	6,948		
Retained earnings	12,799		
Total Equity		19,747	\$13,441
Total Liabilities & Equity		21,235	\$14,381

Notes

- 1) These financial statements are un-audited and may not follow Generally Accepted Accounting standards
- 2) Our very successful PUB lobbying efforts are ongoing for 2015 and 2016. Actual expenses don't fall within this shortened 9 month fiscal year.
- 3) Staff expenses are monthly and reflect the shortened 9 month year
- 4) We are showing Reserve accounts this year. This includes a previous grant which was earmarked for a particular project and funds for capital equipment. Reserve accounts are a statement of our intention to spend money on certain things. Until then the real money stays in the bank account.



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Mission

We are a voluntary, inclusive group of concerned citizens working to make cycling in Winnipeg a safe, enjoyable, accessible and convenient transportation choice year-round.

Vision

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.

Bike Winnipeg was incorporated as a non-profit organization in February 2007 under the name Bike to the Future. In April 2013, we voted to change our name to Bike Winnipeg.

