

**Bike Winnipeg
Executive Directors Report
June 8, 2016**

Statistics:

- FaceBook: 1,564 Likes
- Twitter: 2,416 Followers
- Listserve: 1,332+ Subscribers
- Paid Members: 99

Advocacy

Fermor Avenue Seine River Bridge

I am still hoping to set up an informal meeting of area members to get their input before replying to the city. I just haven't found the time to move forward yet.

Arlington

We were not successful in getting the MEC grant. They had over 80 applicants and awarded 12 grants this year.

I had a good discussion with a transit trainer at the MEC Bikefest last weekend that included some discussion about Arlington, and I believe that we can get support from transit on the project with lane widths that would be good for both bikes and busses.

I think we should still move ahead with some kind of information campaign, but smaller in scale than what we would have done with the MEC grant in place. I hope to get in contact with the Daniel McIntyre/St. Mathews Community Association and some of the other neighbourhood and BIZ organizations over the next week to get the ball rolling on this project.

Northwest Hydro Corridor

I haven't had time to move forward on this, but my goal remains to get some public information sessions and stakeholder meetings set up for the summer.

A Bike Winnipeg discussion paper on the Northwest Hydro Corridor Greenway can be found [here](#). The city has the project listed on its [Walk Bike Projects page](#), but only a brief project summary is provided.

Main Street Diamond Lane Study

Winnipeg Transit has initiated a [study](#) of the northbound Main Street Diamond lane between Sutherland Avenue and Selkirk Avenue. The review was brought forward by a number of businesses whose parking was removed when the diamond lane was installed, including the North End BIZ.

I spoke before EPC on the topic to ensure that people biking down Main Street were being included in any analysis of the existing diamond lane or alternatives that might be proposed, and attended a constructive stakeholders meeting on the topic on May 26th. The meeting I was at included representatives from local businesses on both sides of Main Street, the North End BIZ, Transit, and transit user's groups.

At that meeting I introduced the idea of removing a travel lane to maintain the diamond lane while allowing for the addition of a protected bike lane and reintroduction of a parking lane. This could be accommodated with what's known as an [offset transit lane](#), and is a configuration that has had good success in cities like New York and Chicago. There was consensus amongst those at the stakeholders meeting that this idea should be investigated by the study as one of the alternative options.

Dustin and I have been looking into the offset transit lane option and met to discuss potential street designs to accommodate this configuration. Our goal is to put together some documentation to present this idea and work with Dillon, Transit, the area Councillor, the North End BIZ, transit user groups and neighbourhood organizations to see if we can build support for this option.

In looking further into this option, there seem to be a number of benefits that could be realized by installing an offset transit lane combined with a protected bike lane. These include:

- Increased speed and reliability of transit service
- Future expandability to accommodate rapid transit on Main Street
- Vastly improved conditions for people on bikes.
 - Physical separation will improve safety and comfort
 - Will encourage many more people to bike
 - Protected intersections will improve safety and comfort
- Vastly improved conditions for people walking on Main Street
 - Median refuges for those crossing Main Street
 - Greatly reduced number of people biking on the sidewalk
 - Improved visibility at intersections
- Reintroduction of parking
- Increased Economic Activity
- Improved aesthetics & Increased Street Vibrancy
- High rates of compliance with speed limits

While there may be some reduction in traffic capacity as a result of removing a travel lane on Main Street, it should be noted that this would be offset to some degree by the reduction in crossing time and introduction of pedestrian refuge medians. The shorter crossing distance, combined with the ability to stop just one direction of travel when a pedestrian corridor is activated would provide for better traffic flow in the travel lanes that remain. Furthermore, the reconfigured roadway would represent a much fairer allocation of public space along the public right of way. Removal of a travel lane on Main Street would essentially leave it with the same number of travel lanes as Pembina Highway (the curb lane on

Pembina is not a dedicated bus lane, but because of the high number of driveways along Pembina, it doesn't really add a lot of traffic capacity), which carries more traffic than Main Street.

Dustin and I will work with some of the leading guidelines that have been developed for protected bike lanes and transit streets to come up with conceptual plans, including [NACTO's Transit Street Design Guide](#) and [MASSDOT's Separated Bike Lane Planning & Design Guide](#). The work Dustin has already done to develop conceptual plans for protected bike lanes on Main Street and the benefits they would provide puts us in a great position to move forward on this opportunity.

It's worth noting that while the study being undertaken is only looking at the stretch of Main Street between Sutherland and Selkirk, the solution we are putting forward could easily be extended through the length of Main Street. In particular, we thought that the design being put forward would have a very positive affect on efforts to open up Portage & Main. For that reason, we are hoping to extend our outreach on this project to the Mayors Office, the Downtown BIZ and Centre Venture.

A goal may be to see some kind of pilot introduced this year or next spring as the local businesses and North End BIZ are eager to see any change take place as soon as possible.

Transcona Trails to Panet @ Mission Extension

Councillor Wyatt contacted me about the possibility of applying for a Canada 150 grant to help complete an extension of the Transcona Trail from its current terminus at Regent Avenue. The extension would add a crossing at Regent Avenue, south to Rougeau along the rail line, continuing along the rail line behind Walmart and then west under Lagimodiere to Panet Road and finally south along Panet to the intersection of Mission.

I've offered Bike Winnipeg's support for the grant application and have offered to provide the following:

1. Work with you and other councillors, the City Administration, Transcona Trails Association and the Winnipeg Trails Association to quickly develop a proposal for the extension of the Transcona Trail. I can take the lead on this and have a draft ready by Monday.
2. Write letters of support and attend meetings of Council and Council Committees to support the initiative.
3. Attend meetings with any relevant stakeholders that may be arranged.
4. Help organize and run any community meetings (again in partnership with you, Transcona Trails and Winnipeg Trails Association) to inform the public and build support. We should look into doing something as part of Bike Week Winnipeg (June 18-24th).

Chalmers Neighbourhood Renewal Corporation

As a follow up to the River Eat Neighbourhood Network meeting I attended last month, I've sent an email out to the Chalmers Neighbourhood Renewal Corporation to offer them the same type of help with the development o their five year plan that we have offered to provide the Daniel McIntyre/St. Mathews Community Association with for the development of their five year plan.

North St. Boniface Secondary Plan & Boulevard Provencher PDO Review

The City has initiated a [review](#) of the North St. Boniface Secondary Plan and the Boulevard Provencher PDO-1 to ensure they remain current and align with the policies in the Complete Communities Direction Strategy. This should be a good opportunity to push for improved pedestrian and cycling facilities in the area, including protected bike lanes along Provencher Boulevard. An [event listing](#) has been posted for the open house on Tuesday June 7th, and I will include a news item in our next newsletter.

Stephane and I can work together to develop a formal submission to the process for Bike Winnipeg.

Eastern Rapid Transit Corridor

The Request for Proposal to being consultations on Winnipeg's next rapid transit corridor, which will link the Downtown to Transcona has now been issued. The Eastern Rapid Transit Corridor (ERTC) will link downtown with Transcona using one of two potential routes between downtown and Nairn Avenue – either South Point Douglas or North St. Boniface. The submission deadline for the RFP is August 10th

[Project Deliverables](#) include a conceptual design of the Active transportation network for the corridor that ties into the existing city wide Active Transportation Network.

A more complete background on this project can be found [here](#).

Mandatory Helmet Legislation

on May 17th, the East-Kildonan – Transcona Community Committee put forward a motion asking that the Winnipeg Public Service be requested to review and report back on the following:

1. The requirement for all cyclists to wear helmets.
2. The requirement for all bicycles to have a sound device (bell, horn, etc...), and proper lighting from dusk until dawn.

While there is already a provision within the provincial Highway Traffic Act requiring a front light and rear reflector, helmets are not mandatory for adults in Manitoba, nor are bells.

I have put together some background information on the subject, and both Ian and I have spoken in opposition to the motion (Ian at the East-Kildonan – Transcona Community Committee meeting and myself at the Standing Policy Committee on Protection, Community Services and Parks meeting on June 6th).

The main issue with the motion has to do with the introduction of mandatory helmet usage. The objections we have tried to raise to this motion are as follows”

1. Helmet legislation tends to discourage people from riding, which counters any health benefit from increased helmet usage - fewer head injuries, but more heart attacks, diabetes, etc.
2. the research on helmet efficacy is flawed and often overstates the protection provided by helmets,
3. To make people safer on their bikes, build more protected infrastructure. It encourages more people to ride, and makes everyone safer.
4. Point out that a person is at just as much risk walking as they are biking
5. Mandatory helmet legislation introduces equity issues as ticket and helmet price can be a factor in the decision to bike or not bike

Upcoming

Our Winnipeg Review

A city review of Our Winnipeg, the city’s planning document, will begin this fall. This will be a great chance to get stronger language on cycling infrastructure into the city’s planning documents. Corridors will be one of the focuses of the review, which aligns well with our needs. The review will take about 18 months, with another 6 months needed to complete the political process before and recommendations make their way into the planning documents.

Fundraising

Bontrager Helmets Funding

I’ve been in contact with the representative from Trek about having a portion of all helmet sales in Winnipeg donated to Bike Winnipeg, and this is a go. Both Bikes & Beyond and Alter Ego are on board, so we should be able to raise between \$750 and \$1,000 per year through this initiative.

Fall Concert

I’ve been in contact with a few artists for the fall concert and am hoping to get both the headliner and opener settled soon. I still have to get the CAP application in for the WECC rental, but should have it completed this week.

Membership/Outreach

MEC Bikefest

I had the display trailer out at MEC’s Bikefest on May 28th. A pretty dire forecast led to fewer people dropping by than might have been hoped for (the weather on the day was actually much better than what had been forecast). We did engage a number of people in conversations, including one of the trainers from Winnipeg Transit, to whom I passed along a link to the Chicago bus/bike etiquette video.

We also organized a short group ride that introduced people to cycling routes into the Downtown. We only had two participants, but they both appreciated the ride and the tips provided.

Bike Day in Canada

We were asked to put on an event for Bike Day in Canada and put together a nice group ride that covered 3 federal ridings in central Winnipeg. Fabian and Ian led the ride with some help from Stephane and some other volunteers. We had 25 participants for the ride.

Winnipeg Arts Council ArtRides

Bike Winnipeg and the [Winnipeg Arts Council](#) have teamed up to present 5 ArtRides over the summer and fall. The rides cover a good cross-section of Winnipeg, and provide a great opportunity to increase awareness of Bike Winnipeg and provide oppornities for people to get out on their bikes and explore areas of the city that they might not otherwise see. See below for a description of the rides.

[Sunday, June 19 • 3:00PM • St. James & Downtown • 2 hrs](#)

[Sunday, July 17 • 10:30AM • Downtown, Osborne & St. Boniface • 1.5 hrs](#)

[Saturday, August 13 • 10:00AM • Seven Oaks • 2 hrs](#)

[Sunday, September 11 • 10:00AM • Downtown, St. Vital, St. Boniface • 2.5 hrs](#)

[Saturday, September 24 • 7:45PM • Downtown, St. Boniface • 2 hrs](#) - See

We will need to provide ride marshals for the schedule ArtRides.

Display Trailer Events

St. Norbert Farmers Market (May 21, 2016)

- Beautiful day, lots of contacts and questions, gave away about 120 maps, sold a membership and gathered some small donations. Very positive.

MEC BikeFest (May 28, 2016)

- The weather forecast kept numbers small, but we did run a successful ride through the downtown with 3 grateful participants, and we had some good discussions with a trainer from Winnipeg Transit that I have since been in contact with to share the Chicago Bus/Bike video.

Upcoming Display Trailer Events

We have a bunch of display trailer events coming up where we could use some help. Let me know if you can help out.

6/4/2016	Display Trailer	Ellice Street Festival	West End Cultural Centre 586 Ellice Avenue	11:30am - 2:00pm
6/4/2016	Display Trailer	Ellice Street Festival	West End Cultural Centre 586 Ellice Avenue	2:00pm - 4:30pm
6/8/2016	Display Trailer	Clean Air Day	The Forks Skating Canopy	1:00pm – 5:30pm
6/11/2016	Display Trailer	Happy Days on Henderson	Mennonite Brethren Collegiate Institute Near Disraeli AT Bridge	10:30am to 1pm
6/11/2016	Display Trailer	Happy Days on Henderson	Mennonite Brethren Collegiate Institute Near Disraeli AT Bridge	1:00-3:30pm

1:00pm – 5:30pm

Bike Week

We will be organizing the following rides as part of this year's Bike Week Winnipeg

- Sunday June 19th – ArtRide with the Winnipeg Arts Council
- Thursday June 23rd – Infrastructure Ride with Erik Dickson
- Sunday June 26th with Denis DePape and Save Our Seine

We may also end up doing something in Transcona with Councillors Wyatt and Schreyer to highlight the need for a safe connection from the Transcona Trail through to the intersection of Mission with Panet.

Another idea may be to work with the North End Biz to discuss ideas about Main Street.

I have registered our Pit Stop at the east end of the Disraeli AT Bridge & Rover again this year. The Pit Stop will run from 6:30am until 9am on Friday. We will need to provide food and beverages, and I've offered up a Bike Winnipeg t-shirt as a prize.