

Winnipeg, Manitoba, Canada
49.8951° N, 97.1384° W

BIKE WINNIPEG ANNUAL REPORT 2017



River Walk
Photo by Rachael Alpern



Yard Sale - West Broadway
Photo by Rachael Alpern

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Current Board of Directors

Co-Chair: Kaye Grant
Co-Chair: Rachael Alpern
Treasurer: Philip Mikulec
Secretary: Misty Bromley
Director: Ian Walker
Director: Kailey Kroeker
Director: Elizabeth Shearer
Director: Denis DePape
Director: Kevin Parsons
Director: M Scott Sewell
Director: Brittany Curtis
Director: Zach Fliesher
Executive Director: Mark Cohoe

YEAR END MESSAGE FROM BIKE WINNIPEG CO-CHAIRS

2017 was another successful year at Bike Winnipeg. It was a busy year with staff and board members participating in a number of projects that all contribute to improving cycling in Winnipeg.

We are especially excited about the work being done by our Fundraising Committee. As the scope of our work grows so does the need for funding to support this. The committee has worked on many different strategies to grow our resources. Our funding support includes grants, sponsorships, donations and memberships. Thanks to the many supporters who have contributed.

We would like to thank our fellow board members who continue to offer their expertise, time and energy to a wide variety of activities that promote cycling and related infrastructure in Winnipeg. It was rewarding to recognize a number of new enthusiastic board members this year who have brought new vision and energy to our activities. We have a diverse board that bring a variety of perspectives to our work.

Towards the beginning of the year a board visioning session facilitated by Dennis DePape led to a focus on the downtown bike lanes for the 2017-18 year.

More recently we launched a new "Outreach Committee" that will focus on partnering with like-minded stakeholders and local organizations to engage people on cycling related opportunities and to encourage people to cycle more.

Stephanie Chow took over leadership of our Bike Valet this year and has developed an ambitious plan for parking more bikes over the next year.

Thanks also to our Executive Director, Mark Cohoe, who continues to provide top notch leadership for Bike Winnipeg. His cycling related expertise is recognized in Winnipeg leading to more opportunities to influence related education and infrastructure growth in Winnipeg.

Further in this report we highlight our many achievements over this past year. For a small organization we have had a significant impact. We are looking forward to continuing to impact in a positive way the growth of active transportation opportunities in Winnipeg.

Thanks again to our sponsors, members, board and volunteers for making this happen.

Respectfully,
Kaye Grant and Rachael Alpern
Co-Chairs, Board of Directors



Waiting Bicycle
Photo by Rachael Alpern

AGM EXECUTIVE DIRECTOR REPORT

While 2017 may not have seen as much construction as years past, it has proved to be a very good year in the development of Winnipeg's bike network as plans were set in place for some very significant projects that will be completed in 2018 and 2019. With an investment of \$17.4 million in walking and cycling facilities in the 2018 city budget, 2017 could very well mark a turning point in Winnipeg's transition into a bikeable city. Of course, success will be based on the city's ability to maintain and build on the funding momentum coming out of this year's budget.

One of the key projects that we will see completed in 2018 are the protected bike lanes on McDermot and Bannatyne which will stretch from Waterfront Drive to Arlington. Work on Notre Dame and Garry in 2018 will extend the protected bike lane network south to Portage Avenue in 2018, with completion of the Garry protected bike lanes to Assiniboine Avenue scheduled for 2019. While this doesn't complete of the downtown protected bike network (it gets us about halfway), it's a significant start that provides 7km of protected bike lanes. The construction in 2018 & 2019 flows from work started in 2008 with plans for painted bike lanes in the downtown that has continued through the years, and will continue until we have created a fully connected network of protected bike lanes in the downtown. Commitments to completion of the downtown protected bike lane network will be one of the major thrusts of our 2018 civic election campaign.

Mark speaking at the MPI Event: 1 metre campaign, "Leave space to breath"
Photo by Elizabeth Shearer

cont'd



Although the downtown has been our focus, it's certainly not the only area of the city benefiting from improvements to the bike network. 2017 also saw installation of a new bike path on Keewatin between Burrows and Inkster that links into existing pathways and which will eventually work its way south. Work also began on buffered/protected bike lanes on St. Mathews running from Century to Ferry where they will connect with a new pathway from the Yellow Ribbon Trail also being built this year.

Other important projects coming in 2018/2019 include protected bike lanes on Empress (including over Portage Avenue) that will provide connectivity to Polo Park Shopping Centre, protected bike lanes on Chevrier between Pembina and Waverley, extension of the Chief Peguis Trail Pathway from Henderson to Main Street, improvements to the Fermor Avenue Seine River Bridge that will greatly improve connections to St. Vital and Windsor Park, completion of the Waverley Underpass that will see connections extended from the developing SWRTC pathway into River Heights, and of course the continuing work on the SWRTC and pathway that will see huge improvements to the Pembina/Jubilee intersection along with a separated pathway connecting the U of M to Pembina/Jubilee.

Changes in infrastructure are often the most visible sign of our work, however we undertake a number of projects beyond those related to infrastructure. In 2017, we continued to expand our membership and added a number of new sponsors. The money we get from our membership and sponsorship is critical to our financial stability, and allows us to put time into the numerous stakeholder committees we are asked to participate in. These stakeholder committees are one of our key inputs into the design process, and allow us to bring a network wide perspective to the table to ensure that each specific project can be fitted within the context of the overall network, and hopefully provided with the cycling facilities that are appropriate and with all of the needed connections into the current and planned bike network.

Mark setting up the Bike Winnipeg trailer and braving the weather at Winter Bike to Work Day
Photos by Elizabeth Shearer

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On the programming side of things, 2017 saw us expand our ride offerings with coverage over much of the city. We've continued to add partners to help us develop rides that cover a number of interests (art, history, infrastructure, parks). I think that rides are a central part of our mandate. They allow us to build awareness of cycling infrastructure in the community and introduce people to the benefits of cycling and to routes that they may not have been aware of. Rides are one of the best ways for us to get more people cycling more often.

Key for us in 2017 was a new series of rides centered on city wards or federal ridings where we paired up with the local Councillor or MP. These were a great way to connect the cycling community with their local politicians and celebrate some of the new infrastructure that has been put in place. 2018 will see us expand our ride catalog even further!

Finally, I want to thank the members and board of Bike Winnipeg. I am truly honoured to work with such a wonderful group of people who commit unending hours to Bike Winnipeg. Your efforts make it possible for me to attend stakeholder meetings and public hearings, to reach out to decision makers and make the case for a more bikeable city, and to make the case for the cycling infrastructure that our city so dearly needs. It's through your efforts that we are helping to build a vibrant city where biking is becoming an ever more viable option.

Thank you,
Mark Cohoe
Executive Director
Bike Winnipeg

Mark at a BEST Skills Training Pilot Program Announcement
Photo by Braeden Jones, Winnipeg Metro Oct. 12, 2016



KEY ACHIEVEMENTS 2017

ADVOCACY

Fermor Avenue - Seine River Bridge

Recommendations to City of Winnipeg / January 6

Winnipeg Transit Maintenance Garage Expansion Project

Recommendations to City of Winnipeg and Developers / January 26

Southwest Rapid Transit Corridor

Recommendations to City of Winnipeg and Developers / February 24

Chief Peguis Trail West Extension

Recommendations to City of Winnipeg / November 30

City of Winnipeg 2018 Budget Presentations

Presented to City of Winnipeg Executive Policy Committee & Standing Policy Committee on Infrastructure Renewal & Public Works / December 1

Pembina Highway Speed Limit Review

Opposition submission to City of Winnipeg / December 7

Vehicles for Hire Review - Taxi Cabs in Diamond Lanes

Opposition submission to City of Winnipeg / December 12

River Road to Rivergate Drive Connection Study

Recommendations to City of Winnipeg / December 19

MPI Rate Hearing 2017 - Intervenor Status

MPI changed advertising message from "share the road" to "one metre"

Ride the Riding

Various Rides with Councillors, MLAs, and MPs through their ridings:

- Jenny Gerbasi and John Orlikow / May 16
- Scott Gillingham / June 4
- Matt Allard and Dan Vandal / July 13
- Doug Eyolfson / July 22
- Jim Carr / September 1



Scott Gillingham - Ride the Riding
Photo by Kailey Kroeker



Jenny Gerbasi and John Orlikow - Ride the Riding
Photo by Kailey Kroeker

EDUCATION

Bike Education and Skills Training (B.E.S.T.) Program

At the Seven Oaks School Division - in partnership with Green Action Centre and funded by MPI / Fall 2017

Vision Zero Forum / Panel Discussion on Road Safety

Assisted with event promotion / January 30

Pedestrian and Bicycle Professionals Webinars

Funded by Bike Winnipeg and Green Action Centre / ±1 per month year-round

Ride Marshalling Skills Training

/ April 29

RESEARCH

Winnipeg Bike Count Published / February 2017

Winter Cycling Network Workshops & Presentation Bike Winnipeg w/ Anders Swanson, Collaborative Workshop on identifying and prioritizing winter routes in Winnipeg / February 3 & March 6

Bicycle Map Low Stress Routes

Review Bike Winnipeg with Anders Swanson / July 27

Toronto Painted Bicycle Lanes - Shaw Street
Photo by Rachael Alpern



PUBLIC AWARENESS

Bicycle Valet Winnipeg

Temporary bicycle storage at events in 2017

Winter Bike to Work Day

Support from Bike Winnipeg / February 10

Bike Winnipeg AGM

/ April 22

TOURS

Fort Garry / Linden Woods Bike Network Tour

/ May 16

Trails of Assiniboia Bike Tour

/ June 4

Ride the Red Historic Bike Tour

/ June 17

Parks & Trails of South St. Vital Ride

/ June 18

2017 Bike Week Winnipeg Infrastructure Tour

/ June 20

St Vital / St Norbert History Tour

/ July 23

Pedal Powered Winnipeg Ghost Tour

/ October 28

Art Rides

/ June 22, July 30, September 9

Bike Winnipeg Fall Fundraising Concert: Roger Roger w/ Heartbeat City

/ November 11

ART RIDES - 2017
W/ WINNIPEG ARTS FOUNDATION

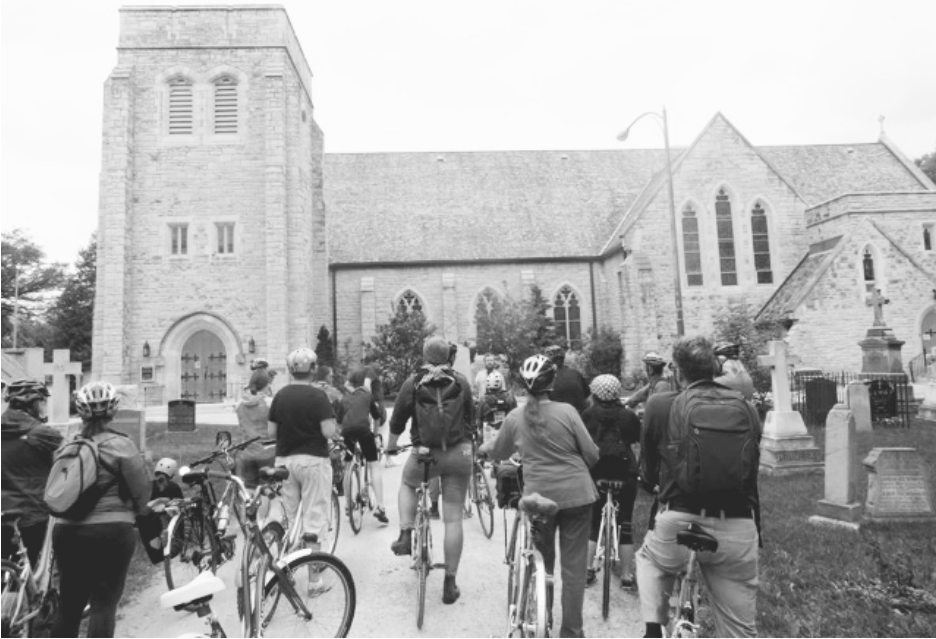
Photos by Elizabeth Shearer





BIKE WINNIPEG HISTORY TOUR - 2017

Photos by Denis DePape



**BIKE WEEK WINNIPEG INFRASTRUCTURE TOUR
2017**

Photo by Kailey Kroeker



OTHER LOCAL EVENTS WE ATTENDED IN 2017

JAGMEET SINGH - GROUP BIKE RIDE

Photos by Kailey Kroeker



DUTCH BIKE DELIVERY - PLAIN BICYCLE / JUNE 28 2017

Photos by Denis DePape



BEST PROGRAM

BEST Program - Second Year - by Jeremy Hull and Brittany Curtis

The Bicycle Education and Skills Training (BEST) Program continued with its second year of operation within the Seven Oaks School Division. The program has been embraced enthusiastically by the school division, teachers and students. It is unique in North America in that it provides on-road bicycling education and experience as part of the school physical education program, and interest in the program has been high, both within and outside of Manitoba. The goals of the program are to teach students an important life skill, improve their health, and identify the feasibility of delivering the program. In the longer term it is hoped that the program will be expanded and adopted by other school divisions.

BEST provides bicycle education to students in grades 4-8 as part of their school physical education program. All students in these grades in selected schools have six classes that focus on cycling skills and safety. A Program Coordinator provides instruction with the assistance of the school physical education instructor, and takes students on supervised practice rides on neighbourhood streets. Bicycles and helmets are provided by the program. The curriculum was developed by the Program Coordinator with input from the curriculum sub-committee and experienced bicycling educators. The program was first proposed by Bike Winnipeg and is now operating under a steering committee with representatives of Green Action Centre, MPI, the WRENCH, the City of Winnipeg and Bike Winnipeg. Funding and support has been provided by MPI, the City of Winnipeg and Seven Oaks School Division. The program receives volunteer support from Bike Winnipeg, Green Action Centre and the WRENCH.

In the first year of operation (2016-2017) the program provided instruction to approximately 700 students in four schools in the fall, and to a similar number of students in another four schools in the spring. The program is being repeated in the same eight schools in 2017-2018 and will continue through 2018-2019 in the same eight schools. Seven Oaks School Division is enthusiastic about the program and is hoping to expand it to additional schools in September.

The preliminary evaluation report prepared in 2017 found that "there were significant differences between the program and control groups when it came to cycling ability and knowledge, but not in behavior." A second evaluation report based on more extensive data is to be completed this summer. It is expected that the report will be able to provide stronger conclusions about the program's impact. The curriculum sub-committee has also been working on the issue of teacher training and a draft curriculum has been prepared.

BEST Skills Training Pilot Program
Photo by Braeden Jones, Winnipeg Metro
Oct. 12, 2016



2017 BICYCLE COUNTS

Bike Winnipeg has organized volunteer bicycle counts at selected Winnipeg locations each spring since 2007. Each count is two hours long during morning or afternoon rush hour following a standard protocol. We select locations with the highest bicycle traffic, locations where new bicycle infrastructure was built or planned, and key “choke points” such as bridges and underpasses. The results are compiled and reported each year.

In 2017 we were pleased to learn that the City of Winnipeg planned an extensive bicycle counting effort using automated counting technology. These counts were planned to take place 24 hours per day for a week at a time. The City consulted with Bike Winnipeg when identifying their counting locations, and many of these were the same locations where we have been counting over the years. Because the City counts are for longer time periods we look forward to these counts that will provide a more detailed picture of bicycling activity and trends.

Given this, we shifted our locations in 2017 so as not to duplicate effort. Instead we did counts at locations not being covered by the City, where we had not previously counted or that are slated for new bicycle infrastructure. This provided an expanded view of commuter bicycling activity, but because they were new locations they did not provide a good basis for looking at trends from year to year. In 2017 23 Bike Winnipeg volunteers completed 40 counts at 29 locations in May and June. The locations where with the highest two hour counts were:

Waterfront Drive at Lombard	332
Westminster at Sherbrook	274
Harrow at Grosvenor	170
Provencher Bridge & Esplanade	165
Osborne Underpass	158
Dunkirk north of Fermor	156
Univ. of Man. golf course trail	154
Main St. at Redwood	133
Wellington Crescent at Kenaston	131
Grosvenor at Harrow	127

We looked at a number of new locations in areas such as St. Boniface, St. Vital, East Kildonan and McPhillips. No report is being released this year, however a complete list of counts, locations, etc. is available on request. Reports from previous years are also available on request.

We are hoping that the City will release their counts for various locations, but to date they have not done so, and the details of their counts may not be publicly available. We understand that information from the counts will be incorporated into their AT monitoring report.

- Jeremy Hull, Bike Count Manager

APPENDIX A

2017 FINANCIAL REPORT

**Bike Winnipeg
Income Statement
For the year ended December 31, 2017
(Unaudited)**

	2017	Budget	Variance	2016	Variance
General Revenue					
Grants	\$ 4,400	\$ 7,200	\$ (2,800)	\$ 3,400	\$ 1,000
Memberships and Donations	5,984	4,500	1,484	3,989	1,995
Sponsorships	2,500	1,000	1,500	170	2,330
Advocacy	200	-	200	-	200
Miscellaneous	<u>2</u>	<u>-</u>	<u>2</u>	<u>1,694</u>	<u>(1,692)</u>
Total General Revenue	\$ 13,086	\$ 12,700	\$ 386	\$ 9,253	\$ 3,833
Administrative Expenses					
City Presentations	145	333	188	-	145
Outreach Forums	182	2,800	2,618	1,634	(1,452)
Office Supplies and Depreciation	341	-	(341)	29	312
North-west Hydro Corridor	200	-	(200)	-	200
Membership and Promotion	712	825	113	335	377
Professional Development	564	695	131	413	151
Office and Administration	1,217	355	(862)	1,111	106
Staff Contracts	<u>11,005</u>	<u>11,912</u>	<u>907</u>	<u>11,029</u>	<u>(24)</u>
Total Expenses	<u>14,366</u>	<u>16,920</u>	<u>(2,554)</u>	<u>14,551</u>	<u>(185)</u>
Net Income (from general operations)	\$ (1,280)	\$ (4,220)	\$ 2,940	\$ (5,298)	\$ 4,018
Projects					
Cycling Map					
Revenue	4,700	5,000	(300)	-	4,700
Expense	<u>2,158</u>	<u>2,000</u>	<u>(158)</u>	<u>-</u>	<u>(2,158)</u>
Net Income (Loss)	2,542	3,000	(458)	-	2,542
MPI Funding for PUB Legal Costs					
Revenue	32,481	-	32,481	26,989	5,492
Expense	<u>32,481</u>	<u>-</u>	<u>(32,481)</u>	<u>26,989</u>	<u>(5,492)</u>
Net Income (Loss)	-	-	-	-	-
Bike Valet					
Revenue	13,929	14,250	(321)	11,791	2,138
Expense	<u>12,099</u>	<u>12,613</u>	<u>514</u>	<u>11,697</u>	<u>(402)</u>
Net Income	1,830	1,637	193	94	1,736
Fundraising					
Revenue	6,356	7,400	(1,044)	4,400	1,956
Expense	<u>4,192</u>	<u>4,985</u>	<u>793</u>	<u>2,755</u>	<u>(1,437)</u>
Net Income	<u>2,164</u>	<u>2,415</u>	<u>(251)</u>	<u>1,645</u>	519
Total Net Income	<u>\$ 5,256</u>	<u>\$ 2,832</u>	<u>\$ (2,424)</u>	<u>\$ (3,560)</u>	<u>\$ 8,816</u>

**Bike Winnipeg
Balance Sheet
as at December 31, 2017
(Unaudited)**

	2017	2016
Assets		
Current Assets		
Cash	\$ 11,753	\$ 8,095
Accounts Receivable	935	394
Inventory	545	940
Total Current Assets	13,233	9,429
Fixed Assets		
Bike Valet Capital Equipment (note)	1,359	1,461
Display Trailer	2,696	3,159
Investment (ACU Share)	5	5
Total Fixed Assets	4,060	4,625
Total Assets	\$ 17,293	\$ 14,054
Liabilities and Equity		
Accounts Payable	\$ 2,798	\$ 4,814
Total Liabilities	2,798	4,814
Bike Valet Equipment Contingency	7,010	6,948
Retained Surplus (Deficit)	7,485	2,290
Total Liabilities and Equity	\$ 17,293	\$ 14,052

Note: Capital Assets are recorded net of depreciation.

APPENDIX B

WINNIPEG BICYCLE VALET



Mobile Feast
Photo by Elizabeth Shearer



BicycleValet
Winnipeg

Bicycle Valet Winnipeg had a successful 2017, with an 8% increase in bikes parked at events for 2017, and a 6% increase in event income over 2016.

2017 Event Revenue (*June—Dec 2017)	\$11,148.50
Donations	\$1,590.46
- 15% Bike Winnipeg Mgmt Fee	(\$1,910.84)
Bicycle Valet Net Revenue	\$10,828.12
- Operational Expenses	(\$3,836.80)
Net Project Mgr Income	\$6,991.32

SAFE, SECURE & CONVENIENT!

Event Organizers pay for service dependent on duration of valet & estimated size of the valet (Small, Medium & Large)

Donations were accepted on-site & used to offset costs for volunteer refreshments & volunteer appreciation party

Event Organizers may receive discounts for “in-kind” services including volunteer meals, passes, fencing and vehicle use.

2017
Event
Stats

3,414 bikes
parked and
returned

26
Event
Days



0 bikes stolen

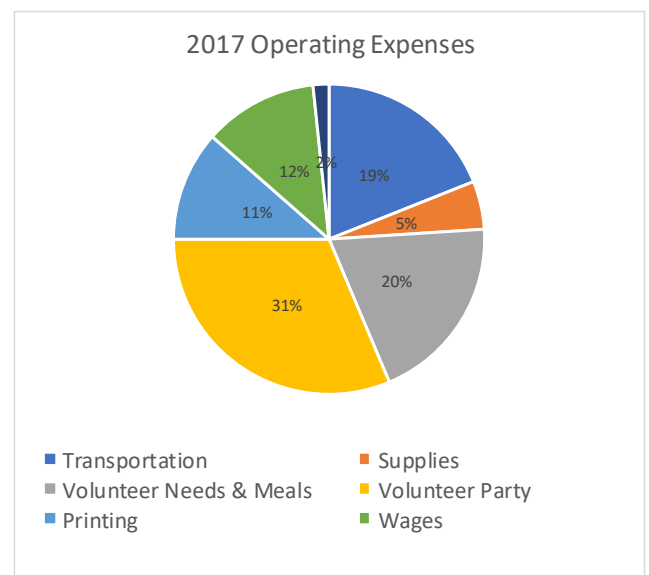
2017 Bicycle Valet Fee Structure:

Set-up Size	Base Cost	Additional per Hour
Small <50 Bike capacity	\$240 (2 hrs incl)	\$30
Medium 50 - 150 Bike ca-	\$525 (4 hrs incl)	\$45
Large >150 Bike capacity	\$800 (4 hrs incl)	\$70

Multi-Day Events * dependent on size & duration

Set-up Cost	\$50 –100
Take-Down Cost	\$50-100
Valet/Hr Cost	\$75-100

2017 EVENTS	Date	# Bikes Parked	Event Revenue	Donations
Table for 1200	June 3	44	\$590.00	\$8.00
Clean Air Day	June 7	125	\$290.00	n/a
Happy Days on Henderson	June 17	77	\$100.00	\$4.50
Moveable Feast	June 20	26	\$250.00	n/a
Bike Week BBQ	June 23	135	\$540.00	\$11.05
Canada Day @ The Forks	July 1	850	\$868.50	\$349.55
Alleyways Market	July 7	42	\$0.00	\$28.00
Moveable Feast	July 11	20	\$250.00	n/a
Moveable Feast	July 25	15	\$250.00	n/a
Marketlands	Aug 4	0	\$300.00	\$0.00
Interstellar Rodeo	Aug 18-20	909	\$2,080.00	\$647.16
Picnic in the Park	Aug 19	42	\$200.00	\$0.85
MS Bike Ride	Aug 26 &27	151	\$1,280.00	\$14.25
RIBFEST	Aug 25-27	113	\$0.00	\$54.25
Moveable Feast	Aug 29	30	\$250.00	\$20.00
Manyfest	Sept 8-10	625	\$2,500.00	\$349.60
Moveable Feast	Sept 19	canc	\$250.00	n/a
Moveable Feast	Sept 30	50	\$325.00	n/a
Nuit Blanche	Sept 30	150	\$575.00	\$103.25
Moveable Feast	Dec 6	10	\$250.00	n/a
2017 Totals		3414	\$11,148.50	\$1,590.46



BIKE WINNIPEG 2017 SPONSORS

GOLD



SILVER



BRONZE





MPI Event: 1 metre campaign, "Leave space to breath"
Photo by Elizabeth Shearer