

**Bike to the Future Monthly Meeting**  
**July 12, 2011 5:30pm**  
**Sport for Life Centre, 145 Pacific Ave**  
**Minutes**

In attendance: Rosanne Ritchot, David Wiesner, Charles Feaver, Bob Kury, Glenn Stanley, Dave Elmore, Jim Chapryk, Gareth Simons, Bill Newman, Kevin Champagne, Chris Chypyha, Liz Erickson, Curt Hull, Rowena Fisher, Mark Cohoe, & Guy Madill. Facilitator: Mark Wiehler

June minutes approved; Moved by Dave Elmore, seconded by Gareth Simons

1. Southwest Transitway

Mark Cohoe reported on the SouthWest Transitway. A senior Transit official told him that Transit may not use the right of way they negotiated for much of the CN Letellier line parallel to Pembina. BttF could therefore push for that right of way to be converted for AT use, possibly as far as St Norbert. Other communities have developed the “rails with trails” concept. We would need all three levels of government on side and helping to achieve this.

**ACTION:** Anyone who can find good examples of “Rails with trails” AT implementation, especially in Canada, please forward them to Mark.

2 Osborne Bridge

Mark reported that the city has made some improvements to the Osborne bridge underpass; they raised the lowest beam, and made a plywood structure over a flooded area of the path. They could not remove the “cyclist dismount” sign, but they indicated that they would not ask for enforcement.

**ACTION:** Ask pro bono students to look at the enforceability of signs such as the “cyclist dismount” signs.

In the long run, it is not clear what the City will do to make the ramp on the west side of the bridge accessible for wheelchairs.

Traffic across the bridge this coming winter will proceed without any bike lane.

**ACTION:** Plan a campaign for the fall when the traffic pattern changes as construction equipment is removed, to encourage cyclists to either walk their bikes across, or ride so as to “take the lane” in order to ensure safe AT until the bike lanes are in place. Anyone interested in helping on this campaign, please contact Mark.

3 BttF trailer

Dave Elmore reported that the bike trailer made its public debut at BTWD. The meeting authorized Dave to make the initial banner with a representation of the Winnipeg Bike Map.

**ACTION:** We need a secure place where the trailer can be stored which is accessible to members days and evenings. If anyone knows of a space, please check it out and pass on the contact name to Dave.

#### 4 Grants

BttF has found two granting organizations who may be interested in supporting either BttF or Bike Valet.

**ACTION:** We need people to volunteer to write grant submissions. Please contact Rosanne ([admin@biketothefuture.org](mailto:admin@biketothefuture.org))

#### 5 Bike Valet

Bike Valet bought new bike racks. They also received a grant from MEC. They are booked to do Bombers, BikeFest, and Ballet in the Park.

**ACTION:** Bike Valet needs volunteers for these events. Please contact Dave Wiesner.

#### 6 Football Stadium transport

Transporting people to the Bomber games is raising major issues. The City produced a 300 pp report on Friday, expecting to present it for voting on Monday. It has minimal cycling recommendations. The “shared” AT paths leading to the area will be very congested. BttF may be able to come up with an interesting “Ride and Bike” concept.

**ACTION:** To participate in this issue, contact Mark.

#### 7 Other City issues

Other city issues: No sign of plans for AT in the Highway 59 / perimeter interchange construction project. Charles to send a follow up letter to project engineers & politicians quoting the ATAG report.

There may be an opportunity to push for another bike boulevard on McMillan in the Corydon/Osborne neighbourhood plan. Likewise to push for a way for cyclists to activate the lights on the Warsaw bike boulevard.

**ACTION:** Mark will post the information on the web site; members should read it and send their opinions to the City, to raise the profile of these issues.

Glenn Stanley suggested that BttF should promote the City of Winnipeg’s Bike Registry as it offers an inexpensive way of recovering some stolen bikes.

[http://www.winnipeg.ca/cms/license\\_branch/bicycle\\_license.stm](http://www.winnipeg.ca/cms/license_branch/bicycle_license.stm)

Problems with the quality of the road surface and paint on bike lanes were discussed. Consensus that the City is not responsive; people get the run-around between 311, councilors and departments.

**ACTION:** We should document maintenance issues and the City’s lack of responsiveness, and forward the documented cases to Kevin Nixon ([knixon@winnipeg.ca](mailto:knixon@winnipeg.ca)) and the ATAC

## 8 MPIC public education

Dave Elmore reported limited success in influencing MPIC on their cycling safety booklet. MPIC has produced a document and distributed it to bike shops.

**ACTION:** Please check with your bike shop to see if they have them, and how many of their clients are interested in them.

## 9 Provincial issues

Charles Feaver reported that the “1 metre please” campaign had little impact because few signs were pinned on commuting cyclists, a strong visual message was not achieved. The meeting agreed to ask upcoming events, including BikeFest to pin left over signs on riders.

Charles reported that the Province’s release of the Active Transportation Advisory Group (ATAG) report went unnoticed by the media, as did the BttF response to the report.

**ACTION:** Charles will call a meeting of those who were on the BttF Highway Traffic Act Review committee to plan how to use the ATAG report effectively in the coming election campaign. Anyone else who wants to participate should contact Charles.

Next meeting Aug 9 @ 5:30

## Safety and Education Report – July 12, 2011

Progress on cycling safety and education continues to inch forward. BttF continues to take part in a number of efforts to move things towards the establishment of a program of cycling education. A recent meeting with MPI has provided some hope that they may provide some funding, and while we are encouraged, it represents far less than what we feel is needed. Here is an update on some of the groups/programs that we are working with:

- The Safety Committee on Active Transportation (SCAT) continues to work on finalizing a document that will provide key messaging related to the safe use of the new infrastructure in Winnipeg. NO date is set for its release, however it should very soon. The next steps for the SCAT group have not yet been decided, however from a cycling perspective, BttF will be pushing to move to broader safety messaging that deals with more than just the new infrastructure.
- MPI has finally completed their cycling safety web content and it is now posted. You are encouraged to review the content and if you have concerns or comments please forward them to Dave Elmore for review and forwarding. The site specific address is [http://www.mpi.mb.ca/english/rd\\_safety/BikeSafe/BikeSafe.html](http://www.mpi.mb.ca/english/rd_safety/BikeSafe/BikeSafe.html).
- MPI's "Bike Safely" booklet has also been finalized and ready for distribution. This booklet was developed by MPI's communications group and reviewed by BttF. While it does not reflect all of the comments/concerns that we presented to MPI, it is a fair compromise given MPI's need to sit firmly on the fence. The intent is to distribute these to bike shops, however at this point we are not aware whether this has taken place or not. If you would like a copy for review please contact Dave Elmore.
- BttF met with MPI recently as part of their overall review of road safety. We presented MPI with a informal proposal (attached) representing what we felt was need to improve cycling safety in Manitoba. Unfortunately we were again unsuccessful in obtaining support for a comprehensive cycling education program, however after much discussion they did agree to entertain another formal proposal that would see the expansion of instructor resources. (bullet 3 under requirements) While this represents only a very small part of what is needed, it would allow us to build a larger base of instructors on which to draw on for any future program on cycling safety. This possibility fell out of discussions around another MPI initiative what was reported on last month, a cycling safety training presentation and trainer information package that MPI developed in hopes of distributing to employers. (See next item)
- MPI developed (without consulting BttF) a cycling safety training presentation and trainer information package based on their website information. The intent was to distribute this to schools and workplaces so that the tools can be used to provide students and/or staff with cycling safety information through a presentation including some video footage. In discussion with MPI as part of the meeting on road safety, we raised a concern that they would be relying entirely on the workplaces/schools to find a "champion" that had the confidence to deliver the presentation. This would not guarantee that the person presenting the information had the skills and knowledge to effectively deliver it. As an

alternative we proposed that these individuals be provided with a base level of training in order to ensure both an understanding and consistency of messaging. As this would represent an undertaking that our current resources would not be able to undertake, it was further proposed that we first expand our instructor resources. The development of additional instructors and the training of workplace/school presenters will form the basis of a formal proposal to MPI later this summer.

BttF has again been asked to provide two cycling safety and skills courses through the City of Winnipeg's Leisure Guide in September. The success of the courses held in May is likely the reason for the request, as last years fall courses were unsuccessful in attracting participants and both were cancelled. The success of the spring courses was to some degree a result of the efforts of BttF, Green Action Centre, and others to get the word out. This again needs to happen if we hope to again have reasonable registration, likely in late August and early September. The fall courses will be a bit different in that we will be offering a beginners level and an intermediate level (for those already riding but not really confident in busier traffic). This has always been our intent and with comments from participants indicating some discomfort for newer, less experienced riders, we proposed this to the City and it was accepted. Previous to this they had been looking at it from the one size fits all approach. Make sure to pass along the message to anyone that you know is looking to improve their cycling skills that course will be offered (tentatively) on September 13<sup>th</sup> (beginner) and 20<sup>th</sup> (intermediate)



# Effective reduction of bicycle accident claims

## How to reduce potential bicycle accident claims costs at MPI

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Presented by representatives of the Safety and Education committee of Bike to the Future to Manitoba Public Insurance (MPI) Corporation on June 29, 2011.

### 1. THE PROBLEM

Claims involving cyclists cost MPI an average of \$6.8 million annually between 2005 and 2009. The average cost of a bicycle claim over the past five years was \$18,753. In 2009 the average cost per claim rose to \$20,838.

### 2. THE NEED

Manitoba needs a comprehensive social marketing and cycling skills program. **This will require the provision of facility, human resources, organizational, and financial support.** We see MPI as a key beneficiary and provider of such a program.

### 3. THE GOAL

To increase the safety of all road users by:

- Improving the knowledge and skill level of cyclists.
- Improving the knowledge of motorists on cycling-related safety at 3 levels:
  - Outreach to existing drivers
  - Revising the driver-training curriculum for new drivers
- Deploying a cycling safety program for youth and teens

### 4. REQUIREMENTS

A successful project requires the following:

- A community based social marketing (CBSM) campaign directed at behaviour change and focusing on addressing the barriers that prevent people from changing their behaviour
- An adult cycling education including both classroom and on-road instruction
- Expansion of instructor resources
- An awareness campaign aimed at existing licensed drivers in Manitoba on the rules related to cyclists and how to safely interact with cyclists on the road
- An enhanced the driver education curriculum to increase include more knowledge of cycling
- Development of age appropriate cycling skills and safety education for youth and teens delivered through the Physical Education curriculum

## **5. PROPOSED APPROACH**

### **5.1 Community Based Social Marketing (CBSM)**

In order to reach both cyclists and drivers, a combination of both passive standard approaches and a CBSM campaign to target the barriers that prevent cyclists and drivers from changing their behaviours is needed. This would include development of a cycling specific website, advertising, and media informational campaigns, however it would also include significant public outreach, a key to a successful CBSM program.

### **5.2 Access to Adult Cycling Courses**

Make cycling skills courses widely available for adult cyclists interested in increasing their skill and confidence cycling in traffic. The courses would be offered in a variety of modules, based on the CAN-BIKE safety and skills program, and targeted at various skills levels from the beginner to commuter cyclist. These modules would include both classroom instruction and hands-on training to help participants develop both skills and confidence on the road. While participants could be charged to attend such courses, it would be recommended that initially the program be offered for free until a well developed and recognized program, similar to other cities, can be established.

### **5.3 Increased Cycling Instructor Resources**

Currently Manitoba has only a few active certified Can-Bike instructors. This has resulted in not being able to respond to many requests from schools, workplaces, and communities for cycling related programs. Those requests that are responded to for the most part are done on a volunteer basis, which is of course unsustainable. If cycling training courses are to be made available, a core of instructors must be developed. Bike to the Future currently has at least 6 individuals in Winnipeg that have expressed interest in this training. In addition, there is a group in Brandon currently looking for training. The expansion of these resources should be seen as an investment in the development of the program.

### **5.4 Improved Dissemination of Existing Knowledge**

An awareness campaign aimed at existing drivers to help them understand the rules as they relate to cyclists and to improve understanding between the groups. This would be done through a combination of standard and community based marketing approaches aimed specifically at existing drivers.

### **5.5 Expanded Driver Education Curriculum**

There is a need to expand the existing driver training curriculum on how to safely interact with cyclists. This would include not only classroom instruction, but also road training and testing. It would also require the development and delivery of MPI instructor workshops and training.

### **5.6 Youth and Teen Education**

Develop cycling skills and safety training programs or modules for a variety of school age groups not currently covered by existing MPI Bike Rodeo programs. This would include younger teens up to the age of 15 ½ when driver training programs are provided. The skills training modules could in the future form the basis for changes needed to

incorporate cycling training into the physical education curriculum. Recent studies in California found that it is this group, children between the ages 12 to 16 are at the highest risk of accidents. These adolescent cyclists often put themselves at risk because of their inexperience and unfamiliarity with traffic laws.

## **6. BACKGROUND**

Manitoba and in particular the City of Winnipeg have recently invested significant funding in new and different cycling infrastructure. These changes and general trends in active transportation have resulted in increased numbers of cyclists on the road. Bike to the Future counts done since 2007 suggest that bicycle traffic increased by 27% between 2007 and 2010. There has also been increased interest in cycling and cycling education in other parts of Manitoba, including in Portage la Prairie and Brandon with its developing network of bike paths. Future plans for further development of the active transportation network will continue to grow the number of cyclists on the road and it is likely that there will be a corresponding increase in conflicts between cyclists and motorists.

The majority of this conflict occurs because both cyclists and motorists have a lack of knowledge of the rules that apply to cycling. Both as well lack an understanding of what represents a “safe” position on the road for a cyclist. Apart from brief coverage of cycling in the driver education manual, there has been an information vacuum in this area, leaving it up to individual cyclists and drivers to make up their own rules. A public education program based on proven Community Based Social Marketing principles is required to bring about the changes in behaviour needed to address these issues and make the roads safer for all users. The passive information approach of educating cyclists and drivers, both existing and new, has been and will continue to be ineffective at changing attitudes.

Currently there is no sustainable or coordinated cycling knowledge and skills program in Manitoba. The only systematic education cyclists receive is through the driver-training program, but it is woefully lacking in cycling related content. Cycling skills programs exists in almost every major city in every province except Manitoba. In addition, apart from the optional and rarely used school curriculum supplements developed by MPI, there is no cycling education program to address the needs of youth and teens.

The vast majority cyclists are not scofflaws and similarly most drivers are not purposely trying to endanger cyclists. On the other hand, many cyclists are uncomfortable sharing the road, have misconceptions about what is safe, are unsure of the rules, and often engage in risky practices such as riding on sidewalks. There are still more people that might consider using their bicycle more often, but are fearful of traffic. Motorists also share similar misconceptions about cycling and are often unsure how to interact with a bicycle on the road. They are often annoyed with cyclist behaviour, sometimes for good reason, but just as often because they do not understand or have any experience of what it like to ride on 2 wheels next to tons of steel. Both audiences need to be educated in order to make roads safer. New and different types of active transportation infrastructure have only served to further confuse users and widen the gap between cyclists and drivers.

Both groups are looking for information on how to safely share the road, and while the recently posted information on the MPI website is a good start, it will reach only a small number of Manitobans. We need a multi-faceted program that addresses the barriers to changing the behaviour of both cyclists and drivers. We also need a cycling knowledge and skills program to address the needs of the many new and inexperienced cyclists on the road today, cyclists that are often putting themselves at risk due to lack of education.

## **July 2011 BttF City Committee Report**

### ***Highway 59 North – Perimeter Highway 101 Interchange***

BttF has been working with the WTA to push for inclusion of a pedestrian/bicycle bridge over the Perimeter Highway along the Raleigh/Gateway corridor as part of the provincial plans to rehabilitate the intersection of Highway 59N and the Perimeter Highway. This project will have a budget in the neighbourhood of \$80-\$100 million, yet cyclists will still be required to use the shoulders along Highway 59 to cross the Perimeter Highway. This is unacceptable, and we have been [working hard to make sure this omission is corrected](#). This issue was raised at the City of Winnipeg Transportation Master Plan open house on July 6<sup>th</sup>. Richard, one of the consultants from MMM mentioned that there is a parallel plan in the works looking into a two lane motor vehicle overpass in this corridor that would include a bike path along one side (similar to the Fort Garry Bridge over the Red River on Bishop Grandin). However, this overpass does not seem to be included in the traffic projections included in the ongoing study, which go through to 2030. This overpass would have significant implications on traffic in the design study, especially at the intersection of PTH 59 and PTH 202, which will be closed as part of the project and replaced with an intersection at a newly rerouted Wenzel Street and PTH 59, where the long term plan is to convert the intersection into an interchange (i.e. a grade separated intersection). With that in mind, it is hard to believe that the Gateway Overpass will see the light of day anytime soon. While it might be possible to route cyclists along Headmaster Row to Wenzel and then back across Highway 59N at Wenzel, this would be a circuitous route, and would force cyclists onto roadways that are projected to have some substantial traffic volumes that would discourage cyclists. In addition, this route would encourage cyclists to by-pass the town of Birds Hill, which would seem to be a bad thing for local businesses, but would also negate connections into local recreational infrastructure in East St. Paul. Having just ridden down the PTH 50 shoulder on my way home from the Winnipeg Folk Festival, I can speak from experience when I say that riding on this shoulder is not a comfortable experience for cyclists. We need to be making this an issue in the upcoming provincial election. Finally, thanks to Janice Lukes and Shona Kusyk for getting up early on Wednesday to distribute flyers to cyclists riding out to the folk festival.

### ***University of Manitoba Bomber Stadium Transportation Plan***

The Transportation Plan for the new Bomber Stadium at the University of Manitoba was released Friday July 8th, and then passed at the [Riel Community Committee meeting on Monday July 11<sup>th</sup>](#). The stadium plans appear as report 40. You need to scroll down and click on the attachment to view the actual reports.

Notwithstanding the contents of the reports which in total exceed 300 pages, the timing of the release and quick vote are an obvious slap in the face to the public process. That a tender request for Bison Drive that was based on recommendations of the report was sent out before this was made public is also a bad precedent. A quick review of the report has brought up a couple of concerns that we will have to follow up on.

## **Chancellor Matheson Multi-Use Path Capacity**

Depending on how many people are expected to walk down this path from parking across Pembina Highway, this pathway may run into capacity problems that will lead to conflict between cyclists and pedestrians. Future residential growth west of The Real Canadian Superstore on Bison Drive could increase foot traffic along this route. We will need to follow up with the city and proponents to determine how many people are expected to come to the stadium on this route and then crunch the numbers to determine whether a separate bike path should be built as was done across Pembina on Bison Drive.

## **Storage Capacity on the Pork Chop Islands where pedestrians and cyclists cross Pembina Highway**

With cycle lengths of 120-150 seconds planned for this intersection, pedestrians and cyclists will build up on the pedestrian refuge islands (pork chop islands) that separate the through lanes from the right turn lanes. We need to make sure that there will be adequate room for these pedestrians, and that there will be adequate opportunities to cross the right turn lanes. This could be a significant problem when fans are exiting as there will be a conflict between left turning traffic and the crosswalk. Depending on how many people are expected along this route, a good comparison of how much space will be required might be the crossing of Festival Drive from the Folk Festival site into the Folk Festival campground. The person to contact would be the Campground Traffic Coordinator (I think Mike Kelly) from the Folk Festival.

## **Are Cyclists meant to be included in the exceptions to the Road Closures?**

I believe it's just a typo, but we should include cyclists in the list of vehicles that will be excluded from the event day/night road closures being proposed as part of the transportation plan. We need to double check this.

## **Thatcher Drive and University Crescent Half Signal**

A Half Signal has been proposed for the intersection of Thatcher Drive and University Crescent to get pedestrians across University Crescent and onto a proposed multi-use path between Thatcher Drive and the Stadium. We need to make sure that this half signal can be activated by cyclists riding on Thatcher. This is something that will benefit pedestrians and cyclists heading to the U of M for the remaining 355 days of the year when there is no Bomber game.

## **Plaza Drive Connection to D'Arcy/Glengarry**

The report lists this as an existing connection, but in truth this is only a sidewalk that has been signed as a multi-use pathway. It should have been widened as part of the Fort Garry Bridge project, but that never happened.

## **University Crescent and Sifton Road Intersection**

If motorists are allowed free flow off of Sifton Road onto University Crescent following games, it could be difficult for cyclists to get across this intersection. There may need to be some consideration given to stopping this traffic periodically to allow cyclists to head north on University Crescent.

## **Lack of Consideration for Bike Valet, Park & Pedal, Bike and Ride, or Cycling in General**

There seems to be little consideration of the possibility of attracting a much higher modal share of cyclists to the Bomber Stadium. Park and Ride Service is estimated to cost \$60,000/game, and would handle a maximum of 6,000 spectators. That works out to \$10/spectator/game. Park and Pedal would cost a fraction of this, even if you had to pay for bike valet service and hand out incentives (free hot chocolate, Winnipeg Blue Bombers bike bell, Winnipeg Blue Bombers panniers ...). These savings could easily justify capital expenses for trails, and as an added incentive would serve U of M students throughout the year. See below for a short sampling of distances from various locations near the new stadium.

- Pembina Crossing – 2.25km
- St. Vital Centre – 4.75km
- MB Hydro Chevrier Site – 5.75km
- Superstore Bison Drive – 1.75km
- MB Hydro Taylor – 8.0km (6.75km)
- Home Depot – 6.25km
- Kapyong Barracks
- St. Vital Park – 3.25km
- Crescent Drive Golf Course – 4.75km
- Schools
- RGH Bonnycastle School – 2.75km
- Churches
- Southlands Community Church – 2.75km
- Mary Mother of the Church Parish – 2.75km

The city committee will need to work on creating a bicycle plan for the stadium that takes current and future needs of both fans and students into account. We will try and set up a meeting to get the ball rolling next week.

Obviously, continuing to push for the completion of Rapid Transit to the U of M will also be a priority.

## ***Southwest Rapid Transit***

We have had recent concerns over the status of the AT pathway parallel to the Letellier Rail Line as part of the second phase of the Southwest Rapid Transit Project, which is currently not included in the 5 year capital forecast. The original and current agreement with CN was negotiated back in 1992, when AT was not a consideration. There is likely not enough room on the rail right of way for both a transit way and AT pathway, but transit is looking into the possibility of routing the transit way through the Parker land development and up a Hydro Corridor that then comes back to meet the rail line around Plaza. The advantage of this option for the transit way is that it would have enough room to build an overpass at McGillvray, which speeds up the transit way and reduces conflicts with traffic on McGillvray. It also frees up the negotiated rail right of way for an AT pathway, although this would still have to be approved by CN. Construction of the AT Pathway may require repositioning of the rail line so that it would be centered in the remaining right of way. This was the plan for the transit right of way, although a transit way would have required much more width than a multi-use path, meaning the distance between the transit way and a re-centered rail line would have been less than the distance between the existing rail line location and a multiuse pathway. We will be working to help document precedents for rails with trails projects that can help make this pathway a reality, and will continue to push for the completion of the southwest BRT line to the U of M.

## ***Southwest Active Transportation***

The city will be hosting a meeting of stakeholders in the Pembina Highway Cycle tracks design Thursday July 14<sup>th</sup> to review and comment on plans. This is an important connection through to the U of M. The city's AT Advisory Group is also looking to have planning start on a bike boulevard running along Riverside/Lyon in Fort Garry this year. This would connect residents in eastern Fort Garry from the Jubilee Bike Path through to Crescent Drive/Chevrier. Other current issues are the Pembina Highway Underpass, and the bike lanes on the Jubilee Overpass (which were not repainted this year, probably through omission rather than design).

## ***Corydon Osborne Neighbourhood Plan***

We need to be working on a submission for the Corydon-Osborne Neighbourhood Plan that looks into the following opportunities for AT improvements in the design area:

- McMillan Bike Boulevard
- A connection between Mayfair and River
- Drainage
- Improved Bicycle Parking – Bike Corals, Bike Shelters
- Bicycle Activations for the traffic light at Stafford and Warsaw
- Bicycle Activations for the pedestrian crossing at Nassau and Corydon
- Options to make Corydon more bus/pedestrian friendly (see [The New King Street](#) in Kitchener)

### Opportunities

- Pembina Underpasses – Outside the design area, but very important to AT in the area.

### Challenges

- Masonic Temple
- #3 Donald/240 Stradbrook
- Crossing the Fort Rouge Yards
- Wellington Crescent
- Confusion Corner
- Parking
- Park Space
- Scott Street to Roslyn
- Grosvenor between Stafford and Wellington Crescent

## ***Osborne Bridge***

I met with city engineers to discuss current plans. They are trying to get as wide as possible curb lanes for the next phase, where there will be 4 traffic lanes on Osborne Bridge while construction is shut down. We also discussed the under bridge connection and the half signal. We will continue to work with the city on issues around the bridge, and will work on a public campaign to get cyclists to walk their bikes if using the sidewalk.

## ***City of Winnipeg Master Transportation Plan***

The City held it's open house on the Master Transportation Plan this past Wednesday July 6<sup>th</sup>. One concern is that the plan includes plans to increase trucking, especially along McPhillips, which is a current bicycle route. The staff at the open house mentioned that bicycle and pedestrian master plans could follow. Our view is that there needs to be broad public consultation on a desirable bicycle network for the city.

## ***Connecting the Dots***

Now that I am past my festival season obligations, I will try and set up some meetings to keep moving this along.



**Income Statement - Year to Date - May 2011**  
**Financial Statement**

Account	DB	CR	Net
<b>Revenue/Partnerships/Grants</b>			
Interest	1.96		\$ 1.96
Membership	231.02		\$ 231.02
Bike Valet	5,200.00	5,200.00	\$ -
ACU Grant	4,000.00		\$ 4,000.00
Donation	40.00		\$ 40.00
	9,472.98	5,200.00	\$ 4,272.98
<b>Expenses</b>			
Admin Cost		199.77	\$ 199.77
Part Time Admin		285.00	\$ 285.00
Bike Shorts	50.00	50.00	\$ -
Cycling Map		300.00	\$ 300.00
	50.00	834.77	\$ 784.77
<b>Opening retained earnings</b>			<b>\$ 11,702.35</b>
<b>Net earnings YTD</b>			<b>\$ 3,488.21</b>
<b>Closing retained earnings</b>			<b>\$ 15,190.56</b>
	<b>9,522.98</b>	<b>6,034.77</b>	<b>3488.21</b>

**Note:** As of Apr 1 '09 T-shirts had yet to recover \$497.64 of cost      **T-shirt net to date:** \$ -

**Note:** Opening retained earnings includes **\$450 liability for July 25, '08 Scavanger Hunt grant**

**Note:** Opening retained earnings includes \$633.57 for the first MEC Partnership Grant and \$3000 for the second MEC Partnership grant. See breakdown of funds spent and earmarked on Grants & Partnership report.

**Note:** Bike Shorts International Fan Favourite cheque for \$50 written in October 2010. The cheque was mailed in October and returned undeliverable. There was corespondence with the winner and the cheque was promptly resent. Cheque was considered stale dated at the end of April so the funds were put back into general use. Payee cashed the cheque in May and the ACU processed it.

## Grants, Partnerships & Projects

Cheque # or Meeting / Agenda

<b>MEC Partnership 2009-2010</b>		<b>\$5,000.00</b>
Anders Swanson - One Green City	chq 72	\$2,000.00
Anders Swanson - One Green City	chq 77	\$1,000.00
Dreamhost - Webhosting	Paypal	\$99.87
Expenses at Conf - M Cohoe	chq 83	\$500.00
Website work - Spyware/Virus Removal	chq 82	\$266.56
Grant Writing - Darren Grunau	chq 96	\$500.00
<b>Total Available</b>		<b>\$633.57</b>

**Earmarked from available**

**Total earmarked funds from MEC Partnership** **\$0.00**

<b>MEC Partnership 2010-2011</b>		<b>\$3,000.00</b>
<b>Earmarked from available</b>		
Website Rebuild - October meeting	Oct	\$1,800.00
Display and Trailer - October meeting	Oct	\$2,500.00
<b>Total earmarked funds from MEC Partnership</b>		<b>\$4,300.00</b>

Please note that the \$633.57 remaining unearmarked from the 09/10 grant can be put towards items earmarked in the 10/11 grant.

**Assiniboine Credit Union** **\$4,000.00**

**Bike to the Future - Bike to Work Day Project Start Up** **\$2,000.00**

**Bike to the Future - Bike Valet Winnipeg Project Start Up** **\$500.00**

<b>MEC - (Bike Valet specific grant)</b>		<b>\$2,800.00</b>
David Wieser - BVW	chq 79	\$2,800.00

<b>MPI - (Bike Valet specific grant)</b>		<b>\$1,750.00</b>
David Wieser - BVW	chq 84	\$1,750.00

<b>ACU - Bike Valet specific grant)</b>		<b>\$4,000.00</b>
David Wieser - BVW	chq 91	\$4,000.00

<b>DMSMCA - (Bike Valet specific grant)</b>		<b>\$2,000.00</b>
David Wieser - BVW	chq 93	\$1,800.00
David Wieser - BVW	chq 101	\$200.00

<b>Province of Manitoba - (Bike Valet specific grant)</b>		<b>\$3,000.00</b>
David Wieser - BVW	chq 103	\$3,000.00



**General Ledger**  
Fiscal Year to Date - May 31, 2011

01-Apr-11			Balance Forward					\$ 11,702.35
Date written	Bank Date	Acct	Who	Memo	Ck#	CR	DB	Balance
15-Oct-10	13-May-11	Bike Shorts	Laura Newman	International Fan Favourite	88	\$ 50.00	\$ 50.00	\$ 11,702.35
13-Apr-11	26-May-11	Admin Cost	Minister of Finance	Annual Return on Information	97	\$ 25.00		\$ 11,677.35
26-Apr-11	05-May-11	Admin Cost	MB Eco Network	Annual Membership	98	\$ 50.00		\$ 11,627.35
	30-Apr-11	Interest	ACU	Credit Interest			\$ 0.55	\$ 11,627.90
16-May-11	31-May-11	Cycling Maps	Chelsea May	Proof Reading Cycling Map	99	\$ 300.00		\$ 11,327.90
	17-May-11	Membership	Liz Erickson	Deposit			\$ 110.00	\$ 11,437.90
	17-May-11	Donation	Liz Erickson	Deposit			\$ 40.00	\$ 11,477.90
20-May-11		Membership	Paypal	Membership \$\$ in Paypal used to pay Dreamhost			\$ 10.02	\$ 11,487.92
20-May-11		Admin Cost	Dreamhost	Webhosting (paid via Paypal - \$9.95 USD)		\$ 10.02		\$ 11,477.90
24-May-11	03-Jun-11	Admin Cost	University of Winnipeg	Meeting space for AGM	100	\$ 78.75		\$ 11,399.15
	25-May-11	Membership	Kevin Miller	Various Memberships			\$ 65.00	\$ 11,464.15
30-May-11		Membership	Paypal	Membership \$\$ in Paypal used to pay costs below			\$ 36.00	\$ 11,500.15
30-May-11		Admin Cost	Linda Hull	Member incentive to attend Cycling Skills Course		\$ 18.00		\$ 11,482.15
30-May-11		Admin Cost	Shannon Keys	Member incentive to attend Cycling Skills Course		\$ 18.00		\$ 11,464.15
	31-May-11	Interest	ACU	Credit Interest			\$ 0.57	\$ 11,464.72
12-Apr-00	03-Jun-11	ACU Grant	ACU Grant	Curt Hull - Deposit - ACU Grant			\$ 4,000.00	\$ 15,464.72
14-Jun-11	28-Jun-11	Bike Valet	DMSMCA	Payout of DMSMCA Grant	101	\$ 200.00		\$ 15,264.72
14-Jun-11	28-Jun-11	Part Time Admin	Rosanne Richot	1st Contract Payment - prorated for length of service	102	\$ 285.00		\$ 14,979.72
	22-Jun-11	Bike Valet	DMSMCA	Liz Erickson - Deposit - Grant for Bike Valet			\$ 200.00	\$ 15,179.72
	22-Jun-11	Membership	Misc	Liz Erickson - Deposit			\$ 10.00	\$ 15,189.72
23-Jun-11	28-Jun-11	Bike Valet	David Wieser	Payout of Blue Bomber Contract	103		\$ 2,000.00	\$ 17,189.72
23-Jun-11	28-Jun-11	Bike Valet	David Wieser	Payout of MB Gov't Grant	103		\$ 3,000.00	\$ 20,189.72
	28-Jun-11	Bike Valet	Blue Bombers	Liz Erickson - Deposit - Blue Bombers Contract		\$ 2,000.00		\$ 18,189.72
	28-Jun-11	Bike Valet	MB Gov't	Liz Erickson - Deposit - MB Gov't Grant		\$ 3,000.00		\$ 15,189.72
	30-Jun-11	Interest	ACU	Credit Interest			\$ 0.84	\$ 15,190.56

Please note entry for cheque #88 written on October 15, 2010. The cheque was mailed out to the International Fan Favourite for the Bike shorts. It was returned undeliverable. There was coorespondence with the winner and the cheque was promptly resent. Cheque is now stale dated and the funds are available for BttF use. Winner has not contacted us looking for payment. If, in the future we are contacted, a new cheque can be produced and sent.