

Bike to the Future Monthly Meeting

November 20, 2012 – 5:40 to 6:30 PM

Sport for Life Centre, 145 Pacific Ave

Minutes

Directors:

Present: Jeremy Hull (meeting co-chair), Tom McMahon (meeting co-chair), Kevin Miller (notes taker), Dave Elmore, Bill Newman, Chris Chypyha, Jim Falloon, Charles Feaver, Loren Brault

Regrets: Curt Hull, Barrett Ens, Kaye Grant,

Members

Present: Mark Cohoe (Executive Director), Amanda San Filippo (Bicycle Valet Winnipeg), Jason Carter, Philip Wolfart, Terry Zdan, Kevin Lunn, Kevin Champagne, Val Cousineau, Jim Bromley, Maybe Drouet, Jim Parker, Tim Lutz, Guy Madill,

Regrets: Nathan Wild, Bryan Goods

1. Welcome and Introductions

- All attendees had introduced themselves at the AGM.

2. Approval of Agenda

- We approved the agenda by consensus.

3. Approval of Minutes from the previous Monthly Meeting

- The October Monthly Meeting minutes, which have been posted at biketothefuture.org/about/meetings, were approved by consensus.

4. Sharing

a. Good News!

- A pavement gap near the curb on Wellington Crescent was reported to 311 and fixed a couple days later.
- The pathway along the Bus Rapid Transit corridor was plowed quickly after the big snowfall two weeks ago.
- Items from Amanda's Free Press story were referenced in Manitoba Liberal Leader Jon Gerrard's blog.

b. Emerging Challenges: None reported.

5. Monthly Updates

a. Finances (Liz's end-of-October report is attached)

b. Administration (Mark)

- Fundraising, Grants and Partnerships
 - Nothing to report.
- Membership:
 - We have 775 members. 1681 addresses are on our Announce list.
- Executive Director's report
 - Mark spoke to the Carleton Breakfast Club and he's got a request to speak at Sisler High School.
 - Mark worked with Caleigh Christie on a grant that fizzled.
 - Mark handed off his six-month-old preliminary analysis of an AT route in NW Winnipeg to Nathan Wild.
 - Mark attended a one day session on school travel planning.
 - Mark attended planning and organization meetings for the Kickstand Sessions, which are later this week.
 - Mark attended the 2013 Bike to Work Day inaugural meeting.
 - Tom announced that he, Loren, Mark, and Amanda had met and agreed that Mark manages all operations of BttF and reports to the Board; Amanda reports to Mark.

- Communications
 - Website Committee
 - Little progress has been made in the past 6 weeks with loading content onto the new website. This is something Mark will have to address. Photos of cycling in Winnipeg and Manitoba should be sent to contact@biketothefuture.org, but we must be very careful that proper approvals are received. Dave mentioned Green Action Centre's process. creativecommons.org is a potential source of photos.
 - Kevin had proposed a strategy for migrating historical / point-in-time items (i.e. Latest News, Upcoming Events, and Local Media) from the existing website to the new website, but he didn't receive any feedback. He'll again circulate it (**done**).
 - The new Board should soon resolve whether or not we should change our name and/or the website domain (to bikewinnipeg.ca). Kevin will circulate previous discussions about this (**done**).
 - Online Profiles
 - Nothing to report for Twitter and Facebook.

c. Public Advocacy

- **Province** (Charles)
 - Charles' report is attached.
 - There was discussion about the [Highway Traffic Board's consideration of speed limit increases](#) on specific sections of Winnipeg roadways and other provincial issues.

"Nobody likes to cycle on a divided road where the speed limit is 60KPH and higher. There should be a parallel AT facility in those areas."

"We should write a formal position paper on this issue, including doing some research on what is happening in other jurisdictions to support our case."

"We should have Bike Action Alerts that would go out to our email list asking people to take action such as sending emails to politicians." (Mark is working on it.)

"We should use social media to spread our actions."
 - Charles suggested an outdoor public education campaign in the Spring to communicate directly with the public by developing posters to be placed in highly visible locations, such as on benches and buses. For example, there could be three posters focusing on a few key issues.
- **City** (Mark)
 - Mark's report is attached.

d. Safety and Education (Dave)

- Dave has nothing to report that he didn't cover during the AGM.

e. Community Bike Events

- Nothing was reported.

f. Bicycle Valet Winnipeg (Amanda)

- Amanda has nothing to report that she didn't cover during the AGM.

6. Issues

- The Ciclovía organizing committee had proposed including a cycling criterium race during Ciclovía. Jason mentioned that the Manitoba Cycling Association event calendar will be finalized on January 9, so Ciclovía must contact the MCA (Currie Gillespie) ASAP (early December). Kevin will notify Ciclovía (**done**).
- Three Open Houses for *Manitoba's Capital Region: Transportation Master Plan* are scheduled, but all three are outside Winnipeg. We should participate in these to make it clear that they need to include AT issues. (**Update:** There now will be one in Winnipeg and there's also an online survey! Click [here](#).)

7. Other Items

- Our subscription for the monthly Association of Pedestrian and Bicycle Professionals (APBP) webinars expires in December. Green Action Centre has again offered to split the cost of the 12 webinars between them and us. APBP offers discount pricing if you buy 5 or more webinars, so the price for us to split another year of webinars with Green Action Centre would be \$250. 6 to 15 people (from Green Action Centre, BttF, City of Winnipeg, Province, consultants) attend each one => ~120 person-attendees per year. Yes, it's ironic that non-profit organizations are paying to educate staff from the City, Province, and consultant companies, but it's important to us that they are educated.

Motion to spend \$250 on the 2012 APBP webinars: approved by consensus.
- Thank you to Anita Miller for providing tonight's AGM / Monthly Meeting food (home baked breads, spreads, and home baked dessert squares. **Motion to give her a \$50 honorarium: approved by consensus.**

8. Upcoming Dates

- [January Monthly Meeting](#): Tuesday, January 8, 2013 at 5:30.

Charleswood Transportation Study

We have concerns about the lack of cycling facilities that have been recommended in the preliminary version of the Charleswood Transportation Study that was made public on October 10th. We have submitted a series of recommendations to improve the cycling facilities in the study area, and are actively engaged with various other groups in the study area to help ensure that those recommendations are included in the final study recommendations.

Phase II of the Southwest Rapid Transit Corridor

I have been working on a proposal for a rail with trail project along CN's Letellier rail line. The target completion date is December 2012. Once ready, I will try and schedule meetings with City Councillors, Provincial MLA's, Winnipeg Transit, CN and the City of Winnipeg's public works department to discuss this proposal. I'd also like to set up some meetings for Bike to the Future members to provide feedback as well.

There is a rezoning scheduled for a section of land north of Killarney along the rail line. The developer is asking for a section of land along the rail line to be rezoned from C2 – Commercial Community to RFM-L Residential Multi-Family. The application goes before the Riel Community Committee December 3, 2012. File DASZ 22/12.

Pembina Buffered Bicycle Lanes

Construction of the buffered bicycle lanes on Pembina between Chevrier and Plaza is more or less complete. This will be a solid addition to the city's cycling network.

Sherbrook Bicycle Lanes

The parking report has now been completed but has not been made public. The next step will be a stakeholders meeting. We are waiting for Kevin Nixon to schedule that meeting.

Osborne Bridge

The bridge has now been opened. I attended the final Neighbourhood Advisory Committee meeting Monday November 19th. The city is looking at completing the Roslyn road section next year, which will provide bicycle lanes between Nassau and Osborne, as well as a bicycle box at Osborne to aid left turns onto northbound Osborne.

Bicycle Master Plan

The city will be sending out a request for proposals on the creation of a Bicycle Master Plan in or around the end of the year. We need to start planning our contributions to the planning process.

Active Transportation Advisory Committee

The city has committed to having this committee re-established by the end of November, but as yet I have heard nothing to make me believe this will in fact happen. I have sent in another request for information.

Highway Traffic Board

The Highway Traffic Board has announced two hearings that will look into recommendations to increase speeds on a number of Winnipeg streets stemming from a review of four lane divided streets within the City of Winnipeg. I have sent in a request for access to the review. ([See the item on our website.](#))

Bike to the Future

November 2012 Provincial Issues Report

I was invited to a consultation meeting at MIT regarding regulations for the new legislation allowing local authorities to lower speed in school zones. This was one of seven meetings they had organized to discuss these potential regulations with various "stakeholders".

Anders and Shoni were there representing Green Action centre, and Dave, an engineer, was there from MMM consulting. MIT was represented by legislative analysts.

On behalf of BttF, I presented our position as we did at the legislative committee: make the zones as big as possible to cover the streets kids use to walk/bike to school, don't limit it to school operating hours, use a consistent 30kph, and communicate aggressively and clearly through signage and road modifications.

We got a good hearing, with a frank discussion.

They indicated that they are probably going to have to follow a moderate path, because

- (a) Other stakeholders had other views, and
- (b) If their regulations are too detailed and carved in stone, some municipalities may find that the rules don't fit their needs, and therefore choose not to implement a school speed zone, blaming it on the province.

They did not know when the consultations will happen on the broader Highway Traffic Act regulations concerning bicycle position on the road, etc., because that consultation will be managed by Local Government, not MIT.