



Bike Ottawa

Citizens for Safe Cycling Since 1984

2020 Annual General Meeting

Wednesday November 18, 2020 | 6:30pm – 9:00pm | Zoom

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2020 Annual General Meeting Agenda

- 6:25 pm** Zoom opening
- 6:30 pm** **Welcome and start of public speakers**
- Barbara Greenberg - Bike Ottawa Board of Directors
- 6:40 pm** **Bike Advocacy and Intersectionality**
- Armi De Francia from Transportation Equity TO and Ajax Active Transportation
- 7:05 pm** **Bridging the Gap Between Social Movements and Electoral Politics**
- Sam Hersh from Horizon Ottawa
- 7:30 pm** **Bike Ottawa: Looking Back on the Last Year**
- Érin Cunningham - Bike Ottawa Board of Directors
- 7:40 - 7:45** **BREAK**
- 7:45 pm** **Bike Ottawa Annual General Meeting: Official Business**

Note: According to our bylaws, individuals must have been a member of Bike Ottawa-CfSC for at least one calendar month in order to vote at the AGM.

1. Quorum Check and Call to Order [1 minute]
2. Introduction of the Board [2 minutes]
3. Approval of the Agenda [2 minutes]
4. Approval of the 2019 AGM minutes [5 minutes]
5. Board of Directors Report on Activities (questions only) [10 minutes]
6. Treasurer's Report 2019 [10 minutes]
7. Appointment of Trustee for 2020 Financial Statements [2 minutes]
8. Adoption of Reports [1 minute]
9. Bylaw amendments presentation and vote [10 minutes]
 - Test question to ensure working order of application
 - Proposed Bylaw Amendment: Member Responsibilities
 - Proposed Bylaw Amendment: Board Meetings
 - Proposed Bylaw Amendment: Past President
11. Elections [20 minutes]

Members-at-large candidates have 2 minutes to speak before the election is called

12. President-elect comment [5 minutes]

13. Other Business [5 minutes]

14. Adjournment of Bike Ottawa (Citizens for Safe Cycling) Annual Meeting 2020

2019 Annual General Meeting Minutes

Bike Ottawa | 2019 Annual General Meeting

September 30
Bayview Yards, 7 Bayview Road

Board members in attendance:

Heather Shearer, President
Shawn Gettler, Vice President
Bruce Fanjoy, Treasurer
Kathryn Hunt, Secretary
Peter Fawcett, Director at Large
Erinn Cunningham, Director at Large
Florence Lehmann, Director at Large

Regrets: Brian McPherson, Director at Large

Agenda

1. Quorum Check and Call to Order [1 minute]
2. Introduction of the Board [2 minutes]
3. Approval of the Agenda [2 minutes]
4. Approval of the 2018 AGM minutes [5 minutes]
5. Board of Directors Report on Activities (questions only) [10 minutes]
6. Treasurer's Report 2018 [10 minutes]
7. Appointment of Trustee for 2019 Financial Statements [2 minutes]
8. Adoption of Reports [1 minute]
9. Elections [5 minutes]
10. Other Business [15 minutes]
11. Adjournment of Citizens for Safe Cycling Annual Meeting 2019

Minutes

Quorum Check and Call to Order

- Heather calls the meeting to order and confirms quorum.

Introduction of the Board

- Heather introduces the current board.

Approval of the Agenda

- Don Grant moves to approve the agenda. Paul Clarke seconds the motion. All in favour. Meeting agenda is approved.

Approval of the 2018 AGM minutes

- Tom Trottier moves to approve the minutes. Erinn Cunningham seconds the motion. All in favour. 2018 AGM minutes are approved.

Board of Directors Report on Activities (Questions Only)

- Heather asks for any questions from members on the report on activities: no questions.

Treasurer's Report 2017

- Bruce introduces the basic controls over financials that are in place. We have an independent trustee who reviews the finances each year (Doug Massey).
- We keep our accounts at the York Credit Union: there is an association account out of which most of the transactions happen, and a high interest savings account. We also maintain a number of term deposits. The organization has a fairly simple banking profile.
- Bruce presents the trustee report and letter from Doug Massey.
- Bruce presents the balance sheet for 2018: no questions.
- Bruce presents the income statement for 2018. The major source of revenue is membership fees.
- Question: is any of the donation revenue corporate? Response: no, all donations are from individuals.
- Question: have we stopped maintaining fees on the bike counter, i.e., does EcoCentre now charge the NCC directly? Response: we're not sure and will find out.
- Question: why is the projected office expense higher than actual? Response: we had budgeted for some major equipment purchases (projector, laptop) which have not yet been purchased. We do have extra money to spend on major projects - in general we're quite sparing so there is funding for big projects.

- Points on 2019 projections: our expected balance sheet and budget are very similar. Our most major expense for 2019 was the Project 529 partnership - we purchased 500 shields to distribute free, and paid 1/3 of the fee for access to the database. We also invested in a new branded special events tent.
- Question: the 2018 financials are 10 months past - next year, could we see a year-to-date sheet? The point was made that at the AGM we are required to vote on the 2018 financials, and seeing the 2019 to-date numbers might cloud the issue. However, the board will take under advisement and consider whether to present the year to date numbers next year.

Motion to Accept the Financial Report from 2018

- Motion to accept: Alex deVries. Seconded by Don McIntosh. Financial report accepted.

Appointment of Auditor for 2019

- Bruce Fanjoy moves to nominate Doug Massey for trustee for 2019. Shawn Gettler seconds the motion. All in favour. Doug Massey is appointed trustee.

Elections

- Shawn will run board elections as he is not standing for any positions (he is mid-term as Vice-President). President, Secretary, and one member-at-large position are open.
- President: Heather has put her name forward. Shawn asks three times if there are any other nominations from the floor. Heather is elected President by acclamation.
- Secretary: Kate Hunt has put her name forward. Shawn asks three times if there are any other nominations from the floor. Kate is elected Secretary by acclamation.
- Member-at-large: Barbara Greenberg has put her name forward. Shawn asks three times if there are any other nominations from the floor. Barbara is elected member-at-large by acclamation.

Other Business

- Heather asks if there is any additional business.

Adjournment of Bike Ottawa Annual General Meeting 2019

- David Darwin moves to adjourn. Florence Lehmannn seconds the motion. All in favour. 2019 AGM is adjourned.

Board of Directors Report

Word from Bike Ottawa President, Heather Shearer, on behalf of the board

This organization was formed to promote cycling as a viable means of transportation. We've had a strong focus on the built environment and adequate funding for cycling initiatives. To accomplish our goals, we establish productive working relationships, particularly with the City of Ottawa staff and political decision-makers. We try to involve a broad community in our events, to showcase the joys and benefits of cycling in all seasons, for all kinds of trips.

In the years that I've been active with Bike Ottawa, together we've accomplished many things that I'm very proud of. This includes social events to help people learn about cargo bikes, or biking in cold weather. Speakers and film events, to help inspire us to ride, and to envision a better version of Ottawa. We've had an active advocacy working group that has participated in innumerable infrastructure consultations, and which has recently branched out into the east end of this large city, helping to bring some much-needed suburban focus to our work. We've partnered with the city to deliver the "Lights on Bikes" giveaway and the 529Garage anti-theft program, which are providing a useful service, have raised Bike Ottawa's public profile through media attention, and are also helping us to make valuable connections with individuals and communities. I'd like to think we were influential in the decision that bikes really DO belong on the LRT, even at rush hour. Our data working group has collected nearly a million street-level images of Ottawa's cycling infrastructure, and has developed a series of maps that have helped people find a safe route that they might not have known existed. Every member has supported this work through their memberships, and we all owe thanks to the many people who have taken an active role in bringing those accomplishments to life.

But, that is a look back. Looking around, and looking forward, we are witnessing a social justice movement, and there's no doubt that systemic inequities are a barrier to cycling in Ottawa. We'll also be trying to understand how the Covid pandemic has affected where we live, work, shop, and how we travel. We're seeing new technologies like e-bikes and shared micromobility services becoming more prominent. All of these factors will need to be considered during the upcoming renewal of the Transportation Master Plan (and Cycling Plan). Bike Ottawa will be active, continuing to do our best to realize our vision that "everyone can ride a bike". I thank you all for your support of our organization, and look forward to what Bike Ottawa will achieve in the years ahead.

Highlights of new infrastructure opened since the 2019 AGM

Date	Improvement
June 28, 2019	Flora Footbridge, a multi-use bridge for walking/rolling and biking, crossing the Rideau Canal from the Queen Elizabeth Driveway and Fifth Avenue to Col By Drive and Clegg Street.
August 2019	LRT Confederation multi-use path between Ottawa U station and Hurdman - new pathway is a product of the LRT, but now allows easy safe separated biking from the University of Ottawa to VIA rail station, and connection to the River pathway.
November 21, 2019	Winter cycling pilot project: The National Capital Commission plowed an additional 626 meters of the Portage bridge and 400m of the St. Patrick bike lane, improving winter connections for people on bikes.
August 2019	Laurier bike lane flexi-posts - for spring, summer, and fall, a new configuration for Laurier Ave includes a stop sign for drivers, and flexi posts on either side of the floating bike lane.
Summer 2019	Extension of the Hospital Link multi-use pathway to Smyth Road.
July 2020	Champlain bridge painted bike lanes were given seasonal flexi-posts by the National Capital Commission as a further deterrent to keep drivers out of the painted bicycle lane.
Summer 2020	Heron Rd from Clover Street to Data Centre. Phase 1 of the multi-use path has been completed, Phase 2 is currently under construction (Clover to east of Giles).
Summer 2020	Manotick Village/Doug Thompson Pathway Connection. The creation of extra-wide paved shoulders along Mitch Owens Road between River Road and Dozois Road, as well as a new multi-use pathway in front of George Nelms Park and St. Mark's High School. Upgrades were also made to the existing pathway through the Rideau Forest neighbourhood between St. Mark's School and Gough Road. This allows for a cycling connection between Manotick Village and Doug Thompson Pathway.
September 10, 2020	Jackie Holzman Bridge opens. The replacement of the "Harmer bridge" was completed, and the connection between Harmer Avenue North in Wellington West to Harmer Avenue South and the Ottawa Civic Hospital across Highway 417 was reinstated.
August, 2020	McLeod street painted contra-flow bike lane between Percy Street and Bank Street, creating connections to already existing bike lanes on Percy Street, Bay Street, and Lyon Street.

September, 2020	Rockcliffe Park: Bike lanes added, including contra-flow lanes, and flexi-posts resulting in an improved connection to the Sir George-Étienne Cartier Parkway as well as the addition of curb cuts.
Spring 2020	Bidirectional bike lanes connecting Springhurst Park and Brantwood park along the Rideau river to the LRT multi-use pathway and connecting to Onslow, Clegg, Scholastic, including a paved section on the deadend of Scholastic to Springhurst park. This new path completes what was a missing link in the middle of the pathway, and we now have roughly a 7km multi-use pathway along the Rideau River with no missing connections.
Summer 2020	Brookfield multi-use path improvements. The sidewalk has been replaced with a multi-use pathway from the entrance to the roundabout. An additional 30 meters of the existing pathway on the south side of Hog's Back Road at Riverside drive was also replaced with a new multi-use pathway. The new pathways are an extension of the already existing pathway on Brookfield Road.
Summer 2020	Cedarview Pathway upgrade. Improvements to Holly Acres/Ceaderview multi-use pathway between Richmond Road and Bruin Road. This included a bicycle crossride on Baseline Road to connect to the pathway from the Queensway Carleton Hospital. The multi-use path also includes a bike lane on Cedarview Road before the intersection.
August 2020	Pedestrian crossing and cyclist crossride at Col By Drive and Seneca street. A signalized crossing and crossride was placed here to control vehicles travelling on Col By Drive, and provide safe access to both Seneca Street and the multi-use pathway along Col By Drive.

Report on 2019-2020 Activities

The following summarizes Bike Ottawa's activities since the previous AGM September 30, 2019 to November 9, 2020.

Activity	Objective	Key Results
Membership	Build momentum and influence by increasing our membership numbers. Ensure that members see value in supporting the organization.	<p>Our membership co-ordinator Peter Fawcett has managed the memberships for 2019-2020.</p> <p>Membership is holding at approximately roughly 400 (as of November 1, 2020), and remains relatively unchanged from our record high set in 2017.</p>
Communications, Promotion and Outreach	Increase awareness of the work of Bike Ottawa through social media channels	<p>For the past year Bike Ottawa has produced and distributed an e-newsletter with updates on Bike Ottawa events, activities, and ongoing advocacy work. The website continues to feature blog posts on biking in Ottawa, bike advocacy, and events.</p> <p>Due to Covid19 we have not held our usual Spring Bike and Lights on Bikes events and have therefore not been handing out our usual stickers or buttons to generate discussion/interest and get the word out about our website.</p> <p>We continue to promote cycling and advocate opportunities through Facebook, and Twitter. In May 2019 we created an Instagram account to share photos of people enjoying riding their bikes in the city, and help promote other groups who bike and advocate for safe streets.</p> <p>2,120 Facebook followers (11% increase over last year)</p> <p>5,509 Twitter followers (12% increase over last year)</p> <p>402 Instagram followers.</p>
Partnerships	Leverage the power of partnerships with key organisations and stakeholders	<p>Bike Ottawa continued to build relationships with like-minded organizations in our city to promote shared priorities. We believe that this collaborative approach helps all of us achieve our goals. Our positions can be used when the city is developing policies, seeking consultations, etc. We are also financially supporting and active members of a number of groups that collectively pursue</p>

		<p>complementary goals, including Canada Bikes, the Healthy Transportation Coalition, Ecology Ottawa, Envirocenter, and the Federation of Community Associations.</p> <p>We have continued our work with the 529 Garage, with 5861 bikes registered, 155 have been reported stolen, and 55 have been recovered - that's 35% of bikes being returned to their owners.</p> <p>We partnered with EnviroCentre to host a virtual screening of the documentary "Motherload" during their "Bike Month" and we raised money to be used for Lights on Bikes distribution.</p> <p>We partnered with Safer Roads Ottawa for our annual Lights on Bikes giveaway.</p> <p>We continue to engage with community groups. For example, Board member Érin Cunningham presented a Vision Zero talk to the Federation of Citizens Associations.</p>
<p>Events</p>	<p>Building on past successful events, grow the organisation's capacity to deliver and participate at events.</p>	<p>In-person events for Bike Ottawa have been very limited over the past year due to Covid-19 and physical distancing.</p> <p>Pre-Covid we held our annual Lights on Bikes (in Partnership with Safer Roads Ottawa), and our Winter Bike Parade (a ride from City Hall to the Lansdowne Christmas market. This year's parade was done in partnership with #OttBikeSocial).</p> <p>Spring Bike Event -- Due to Covid-19 our Spring Bike Event was put on hold, meant to be an in-person movie screening of <i>Motherload</i> at the Mayfair theatre. The licensing was used instead for a virtual screening and virtual Q&A on Zoom in partnership with Envirocentre's Let's Bike Month! We raised \$345.00 to be used for Lights on Bikes (due to Covid-19 we will be "handing out" lights through central locations and drop offs, this is orchestrated by our Events Coordinator and Volunteer Felicity Borgal in connection with Safer Roads Ottawa).</p>
<p>Advocacy</p>	<p>Expand the organisation's advocacy capacity by leveraging</p>	<p>Board members and volunteers for the Advocacy Working Group (AWG) continue to provide consultation, letter writing, and engagement with the City, NCC, and Provincial government.</p>

	<p>technology and partnerships</p>	<p>The Advocacy Working Group volunteers and chair Christie Cole maintained a project tracking sheet, sub-working groups on pathways crossing roads, transit issues, and east-end issues (The AWG has an “East-end sub-committee”), and have provided input on projects across the city.</p> <p>AWG volunteers have been active in working on “People’s Official Plan” - working with other local groups such as Healthy Transportation Coalition, Ecology Ottawa, City for All Women Initiative, and others to push the City of Ottawa’s New Official Plan to include more ambitious plans for issues, including cycling infrastructure and policies.</p> <p>AWG members communicated with their local councillors relating to various issues, including (but not limited to):</p> <ul style="list-style-type: none"> ● Traffic calming in Orleans ● Need for Bank St bridge cycling infrastructure ● Keeping sections of multi-use pathways accessible during construction (Brookfield MUP) ● Asked for construction signage that is blocking cycling lanes to be removed. ● Requested road maintenance (such as filling potholes). Asked for improved signage in neighbourhoods. Asked for repainting of lines on the road to indicate separate space or special markings. <p>Proposed infrastructure and network connections for the East Ottawa Cycling plan.</p> <p>AWG members Dave Robertson and Marc Diamond worked on the 2019-2020 Winter Cycling Network Report to provide feedback to local policy makers. Provided feedback during the winter season regarding obstructions during the winter season.</p> <p>AWG members have made multiple efforts to have Revert-to-Red disabled in a number of locations in the city (unfortunately with limited success due to Traffic Services’ claim that disabling this feature would result in poor signal adherence by motorists).</p>
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		<p>AWG members provided testing site and methodology recommendations for the City of Ottawa’s 2019 Cycling Demographics Study, which compared Level of Traffic Stress to the age group and sex of riders at different locations across the city (report was made available July 2020).</p> <p>AWG members met with city planning staff and Ottawa Community Housing about the Gladstone Station District Secondary Plan, and have been tracking this project closely.</p> <p>AWG members communicated with the National Capital Commission to share feedback about street closures to promote physically distanced recreation. AWG also expressed our appreciation to the NCC for extended parkway closures that allow more people to use cycling as a healthy distanced activity.</p> <p>AWG members engaged in provincial E-bike consultation facilitated by Share the Road (Ontario), and took part in their survey.</p> <p>Board members and AWG volunteers participate in focus groups/City consultations including:</p> <ul style="list-style-type: none"> ● Road Safety Action Plan ● Consultation on Road Safety with Transportation and Infrastructure Critic MPP Stephen Blais ● Consultations about cycling connections to LRT Stage 2 and Stage 3 sites. (AWG members communicated with provincial elected officials to improve designs and seek funding for projects to improve the cycling network around the 417 and Moodie, and in the East end, relating to Stage 3 LRT connections). ● City of Ottawa’s Bike Parking Strategy ● City of Ottawa’s Plans for Active Transportation ● City of Ottawa’s Transportation Master Plan <p>Board members and AWG members continue to submit official letters and speak as delegates at City Council, the City’s Transportation Committee, and Planning Advisory</p>
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		<p>Committee, regarding the need for safe infrastructure for vulnerable road users, including:</p> <ul style="list-style-type: none"> ● City of Ottawa’s urban boundary ● City of Ottawa’s Road Safety Action Plan ● Scott Street cycle tracks ● Bank Street Bridge Safety Conversion ● Bronson and Sunnyside intersection redevelopment ● Response to Covid-19 to create safe distance for walking, rolling, and bike riding to create open streets ● Holland Avenue bike lanes becoming permanent ● Bronson and Queen st. intersection development
Data	Enable Bike Ottawa and other organizations to make informed decisions by giving them access to data and data visualizations.	In the last year the data group has largely been inactive. The data group is seeking a new chair to gather the group together and accomplish future projects. Data experience not needed, just a curious mind and willingness to chair meetings.

<p>Media</p>	<p>Raise awareness on issues related to cycling, promote Bike Ottawa and cycling generally.</p>	<p>Board members continue to be quoted or interviewed in many video, radio, and print news stories about infrastructure building in Ottawa, including the City’s Road Safety Action Plan, Covid-19 and the “cycling boom”, bike theft, etc.</p> <p>Infrastructure building:</p> <p>https://www.cbc.ca/news/canada/ottawa/ottawa-cycling-collision-elgin-street-1.5611322</p> <p>https://www.cbc.ca/news/canada/ottawa/utility-pole-bike-lane-zibi-1.5763610</p> <p>https://pressfrom.info/ca/news/canada/-255300-bikes-in-big-demand-short-supply-during-pandemic.html</p> <p>Road Safety Action Plan:</p> <p>https://capitalcurrent.ca/zero-road-fatalities-ottawa/</p> <p>https://ottawacitizen.com/news/local-news/transportation-committee-backs-new-new-road-safety-plan-despite-calls-for-more-ambitious-goal</p> <p>https://globalnews.ca/news/6253664/ottawa-traffic-death-reduction-plan-reaction/</p> <p>https://ottawa.ctvnews.ca/city-reveals-new-safety-plan-to-reduce-deaths-major-injuries-on-roads-by-20-1.4701329?cache=%3FclipId%3D89619</p> <p>https://ici.radio-canada.ca/premiere/emissions/sur-le-vif/episodes/448966/ratrapage-du-lundi-25-novembre-2019/20</p> <p>Protected Intersection Funding:</p> <p>https://ottawacitizen.com/news/local-news/making-29-intersections-safer-for-ottawa-cyclists-would-cost-32-million-report-says</p> <p>https://www.ottawamatters.com/local-news/no-cash-for-cycling-safety-improvements-at-29-ottawa-intersections-2776603</p> <p>https://ici.radio-canada.ca/nouvelle/1739462/cycliste-intersection-securite-velo-ottawa-budget</p>
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		<p>Covid 19 and Cycling:</p> <p>https://ici.radio-canada.ca/nouvelle/1700448/conseillers-de-mande-fermeture-nouvelles-voies-rue-bank-ottawa-covid</p> <p>https://pressfrom.info/ca/news/canada/-255300-bikes-in-big-demand-short-supply-during-pandemic.html</p> <p>https://ici.radio-canada.ca/nouvelle/1699522/corridors-sanit-aires-temporaires-velo-pietons-gatineau-ottawa</p> <p>Policing People on Bikes:</p> <p>https://www.cbc.ca/news/canada/ottawa/cycling-tickets-gatineau-ottawa-1.5328818</p> <p>Winter Biking: Vélo d’hiver : des obstacles persistent malgré la mise sur pied de nouveaux projets</p> <p>https://ici.radio-canada.ca/nouvelle/1403701/velo-hiver-ottawa-gatineau-obstacles-pistes-cyclables</p> <p>Ottawa’s Strategic Plan/Plan d’action Stratégique</p> <p>https://ici.radio-canada.ca/premiere/emissions/Les-matins-d-ici/episodes/449020/rattrapage-du-mardi-26-novembre-2019/16</p> <p>Bike Theft:</p> <p>https://www.ledevoir.com/societe/transports-urbanisme/582077/epidemie-de-vols-de-velos-a-montreal</p>
Finances	Continue to prudently manage financial resources.	<p>See the financial reports in this AGM information package for details.</p> <p>Prudent investment of organizational assets has mainly been achieved by a system of Term Deposits. Bike Ottawa has continued to function well with minimal annual operational costs.</p>
Operations	Provide basic services for the organization.	We have continued to monitor, host, and maintain the organization’s website and social media channels. We also provide basic services for the organization including

		storage and a P.O. Box. Our Vice President, Shawn Gettler, recently rebuilt our website to a new platform.
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Bylaw Amendments

Proposed Bylaw Amendment: Member Responsibilities

WHEREAS Bike Ottawa recognizes the historical and ongoing injustices experienced by BIPOC communities in the City of Ottawa and is committed to supporting communities so affected when discussing, critiquing, and making suggestions to City of Ottawa staff and councillors in reference to planning models for streets and mobility; and

WHEREAS infrastructure creation is tied to human experiences, and local needs must be supported and responded to, and therefore Bike Ottawa recognizes that there is no “one size fits all” approach to the creation of safe cycling infrastructure, and each community’s needs will be unique; and

WHEREAS Bike Ottawa is committed to a co-creating decision making process, working to support communities in the City of Ottawa, and placing equity at the centre of our work;

THEREFORE BE IT RESOLVED THAT the Citizens for Safe Cycling bylaws shall be amended to insert the text, “Promote equity and access to individuals of all ages who wish to cycle, and” as s2.d.ii, and to insert the text, “Support the creation of cycling infrastructure that focuses on safe and inclusive spaces in all communities, and” as s2.d.iii.

As a result of the above motion, the amended text of the relevant section shall read:

d) Responsibilities.

Members shall be expected to:

i) Encourage and promote cycling as a healthy, economical, ecologically sound, and viable means of transportation, and

ii) Promote equity and access for all individuals who wish to cycle, and

iii) Support the creation of cycling infrastructure that focuses on safe and inclusive spaces in all communities, and

iv) Display courtesy, good sense, and concern for the safety of self and others while cycling.

Proposed Bylaw Amendment: Board Meetings

WHEREAS the Province of Ontario issued an emergency order on 28 March, 2020, in response to the COVID-19 pandemic which prohibited gatherings of more than five people; and

WHEREAS the Board is responsible for the management of the business affairs of the organization; and

WHEREAS the *Ontario Corporations Act* (s283.3.1) provides that, “if all the directors of a corporation present at or participating in the meeting consent, a meeting of directors or of a committee of directors may be held by such telephone, electronic or other communication facilities as permit all persons participating in the meeting to communicate with each other simultaneously and instantaneously”;

THEREFORE BE IT RESOLVED THAT the Citizens for Safe Cycling bylaws shall be amended to strike out the word, “physically,” from s3.d.i.

BE IT FURTHER RESOLVED THAT the amended bylaw shall apply retroactively to 28 March, 2020.

As a result of the above motion, the amended text of the relevant section shall read:

d) Quorum.

*i) A majority of Directors must be present at any meeting of the Board to constitute a quorum.
(s.288)*

ii) Quorum at a General Meeting shall be the lesser of twenty members in good standing or five percent of the membership.

Proposed Bylaw Amendment: Past President

WHEREAS the past President may continue to offer value to Bike Ottawa; and

WHEREAS it may best serve the organization to elect a new President in an even-numbered year; and

WHEREAS the bylaw is ambiguous as to whether or not a President who resigns is absolutely precluded from serving on the board of directors, currently stating in paragraph 10d): *"If the President resigns before the conclusion of their two year term, they are not entitled to serve as Past President."*;

THEREFORE BE IT RESOLVED THAT the Citizens for Safe Cycling bylaws shall be revised to clarify s10.d by striking out "...they are not entitled to serve as Past President" and inserting the text *"they may serve as Past President, subject to the consent of two-thirds (2/3) of all of the Directors upon receipt of the resignation."*

As a result of the above motion, the amended text of the relevant section shall read (change highlighted):

d) Board members shall be elected for a two year term. The President, Secretary, one-half of the members-at-large, and any vacant positions shall be elected in odd years. The Vice-president, Treasurer, remaining members-at-large and any vacant positions shall be elected in even years.

At the conclusion of the President's two year term, if they are not re-elected President either because they choose not to run or are defeated in an election, the President shall automatically assume the position of Past President for a subsequent two year term.

If the President resigns before the conclusion of their two year term, they may serve as Past President, subject to the consent of two-thirds (2/3) of all of the Directors upon receipt of the resignation.

If for whatever reason, the Past President position cannot be filled in any year, an additional member-at-large position may be elected for that year in lieu of the Past President.

If a replacement President was appointed by the Board during the previous term, the replacement President may run for election as President, but may not assume the position of Past President.

Elections to the Board: Open Positions and Candidates

According to Citizens for Safe Cycling Bylaws, “The Vice President, Treasurer,, one-half of the members-at-large, and any vacant positions shall be elected in even number years.”

While not an odd numbered year, Heather Shearer intends to step down as President.

This year the positions listed below have come open. Names and brief background information on candidates who have to date confirmed interest in running for open positions are also listed below.

President *(two-year term)*

Érinn Cunningham

I bike because I believe it connects me to the place where I live, and the people around me. Now that my kids are old enough to ride, I have the great joy of riding with them. I believe we are fortunate to live in a city that when compared to its North American peers, has a lot to offer for people on bikes. Whether you're riding along the Ottawa River, enjoying the Rideau Canal, or taking advantage of high quality routes like Main Street or Churchill, it's not hard to see that Ottawa is making strides towards becoming a bike city. I have worked hard to help make this happen, fighting for lanes on Holland Avenue, for Vision Zero after four people on bikes died on our streets in 2019, and by consistently advocating for dedicated funding to build safe infrastructure and a sustainable city based on active transportation.

Building a bike city also means building a city where everyone can use our streets and feel safe, whether they are a woman, member of a racialized community, or identify as LGBTQ2. As an organization we need to ensure that we are engaging and listening to not just our members, but the whole biking community, and making space for different voices in our organization. I am running to be President of Bike Ottawa because I believe that through diversity, we can build an organization that is an even more powerful voice for safe infrastructure and safe streets for all communities in our city.

Vice President *(two-year term)*

Shawn Gettler

I've made most trips by bike and on foot in the decade I've lived in Ottawa, gradually shifting from being a fair-weather recreational rider to a year-round utility cyclist. I have found that biking is often the easiest and most convenient way to get around thanks to the infrastructure in my neighbourhood, and I want everyone in the city to have the same option available to them.

Since joining the Board in January 2018, I have represented Bike Ottawa at the Ontario Bike Summit and at the National Bike Summit, connecting with bike advocates and policy makers

from across the country. Outside the board, I am involved with producing the Bike Ottawa Annual Report and with the Data Group. I also try to make it to as many outreach events as I can, for the chance to tell people about the work Bike Ottawa is doing, and to hear new perspectives on how we can improve cycling in Ottawa.

Secretary *(two-year term)*

Florence Lehmann:

À l'heure où l'on planifie la phase 2 du train léger, où l'on prévoit les aménagements cyclables et piétonniers qui mèneront aux stations, la ville d'Ottawa s'articule plus que jamais autour de la voiture. Une bretelle d'accès à l'autoroute à proximité d'une station ? On la conçoit d'abord pour le passage de camions et on ajoute un passage pour les piétons et les cyclistes. Élaboration du budget de la ville ? On n'hésite pas à financer l'élargissement des routes, mais on n'octroie pas de financement récurrent pour les transports actifs. Les usagers vulnérables devraient être le point de départ de toute planification urbaine. Voilà ce à quoi on devrait aspirer.

Treasurer *(two-year term)*

Chris Hansen:

I'm someone who relies on my bike to get around. Whenever there are gaps in public transit, my bike is there to get me to where I need to go. I think Bike Ottawa does great work and I would be honoured to join the board.

Skill and experience-wise, I am a CPA candidate and have significant experience with non-profit accounting and governance.

If elected I would push for Bike Ottawa to end its relationship with the Ottawa Police. As bike advocates we often talk about how feeling unsafe is enough to make people decide not to ride a bike. We know that the police unfairly target racialized and marginalized people. I don't think Bike Ottawa should be associating themselves with an organization that makes people feel unsafe on our streets.

I would also push for Bike Ottawa to broaden our definition of Vision Zero to include deaths on the streets at the hands of police. Even though these people may not be on bikes, our streets should be safe for all.

Member-at-Large: Open positions: Five (two-year term)

Candidates

Zara Ansar

My name is Zara Ansar and I run a photo website that features cyclists from all over Ottawa and surrounding areas. I've been running this site for 9 years now and have made some pretty good friends in the cycling community and have inspired others to start riding. I've organized bike fashion shows, the Plaid Parade bike ride, other small community rides and recently Vélo Fridays with my friend Pascal.

If I had to make a difference in the cycling community it would be to encourage more people to ride bikes, especially people of BIPOC communities. It's interesting because I cycle in different neighbourhoods all over Ottawa and it's very interesting to see the majority of people riding bikes are in fact white. I'd really love to see Ottawa become the next Amsterdam or Copenhagen with more safe bike paths and networks. If we slowly build up our infrastructure I would hope that it would encourage more people to choose cycling over being isolated in a car. I want to see more people outside on their bikes socializing, getting to know their community and building a safe and friendly cycling community.

I'll be moving to Orleans next year and it will be interesting because I'm quite used to the bike paths and networks downtown. I'm dreading Innes road because I see how fast cars drive down there, how erratic they are and I'm terrified.

I really want change. I want people to change their mindset by seeing the benefits of cycling, how it creates community, saves money, saves the environment and encourages a happy and healthy lifestyle.

Would love to be a part of Bike Ottawa in some way!

Kathryn Hunt

I've been riding my bike everywhere for well over a decade now, and found out early on that being a cyclist naturally inclined me to being a noisy cyclist. Starting with my blog, The Incidental Cyclist, I started writing and commenting about cycling issues, which eventually led me to a weekly column on transportation in the Ottawa Metro and a few appearances on radio (local and national), and in the Citizen, Metro and Ottawa Magazine (some of that because of last year's "chalk ghost bike" battle at Bank and Riverside). Lately I've been advocating for improvements to cycling and pedestrian links in and around Heron Gate and South Bank Street along with the Healthy Transportation Coalition.

I've had previous board experience as a member of the Ottawa StoryTellers Board of Directors: I've been a member of Bike Ottawa for two years and I feel like serving on the board is a way for me to contribute more to the organization, and to cycling in Ottawa in general.

Paul Joseph

Hello Bike Ottawa folks! I'm Paul. I'm an experienced manager and board member. Elected to my condo board 5 times. My favourite highlight: exploiting a loophole in the law, saving us boatloads in admin costs! Yes, I am a "bureaucracy hacker" at heart. I represent my constituents' interests well and achieve their desired results.

My day job is Head of Internal Operations at the Canadian Digital Service (we're developing the COVID Alert App). Prior, I spent 10 years at Ottawa's 9-1-1 paramedic dispatch. I know all about unsafe cycling infrastructure in our region...

I cycle to and from work year round. I cycle for exercise. I cycle to explore. I cycle because I love it! Achievements include riding Toronto to Ottawa, solo bike-packing Eastern Ontario. I've cycled in Toronto, Kingston, Boston, Philly, London, Edinburgh, Amsterdam, Berlin, Copenhagen, Genova, and Xi'an.

I have a masters in business administration from Queen's University. I'm a certified information and privacy professional. I am fully bilingual, speak fluent Italian, and am studying Chinese. (如果您会说中文请帮我练习。谢谢) :).

I make cycling in Ottawa better by advocating for more and safer infrastructure. I stay up to date on the latest issues. I'm no stranger to my City Councillor and MPP. I've volunteered a bit with CfSC in the past. I've been a member since 2016. Cycling has been such a positive force in my life. I want to help make everyone feel that way!

Vote for me and I'll help CfSC get to where it wants to be.

Pascal René

Dear Cycling,

My love for you began when I was a 5 year old boy in Haiti. I got my first bike and it was love at first sight. I rode my bike every day and everywhere with my brother and friends. You were my main means of transportation to explore the city. Sunday afternoons were the best times to ride. On those afternoons, everyone came out to show off their skills at our city centre.

During my teenage years in Ottawa when I had no bus pass, you continued to be the wheels that got me around. I was even known amongst our friends as the one who was always with his bike. When I turned 16 and obtained my driver's licence, I started to distance myself from you to enjoy my car. However, years later my cousin introduced me to the fixie lifestyle and that moment reignited our relationship. I ordered myself a bike and spent that summer riding my new fixie every chance I got. My love for the fixie lifestyle led me to do some research which then led me to start this blog @bekanecycles to promote the lifestyle and connect with other cyclists around the world.

So far it's been an amazing journey. I am on my 3rd fixie bicycle and have taken amazing bicycle trips to NYC, Boston, Toronto, and Montreal with some of my friends. One of my greatest moments during our bike adventure was when I ran into a cyclist who saw me wearing Bekanecycles merchandise and mentioned to me that he follows that Instagram page not knowing that I am the one who runs it. It felt that my mission to connect people through our love for cycling was being accomplished by meeting this man.

With the Bekanecycles brand becoming popular and an interest in the Ottawa community for a diverse cycling group, I partnered up with @xoveloxxo in June 2020 to organize a series of guided rides called Vélo-Friday (Vélo-vendredi). Each week we saw the group grow with cyclists from all walks of life that simply responded to the call to join a group of individuals who share the love of cycling. This initiative was definitely a successful one that we intend to restart in summer 2021. This year I also held the first Békanecycles Father's Day bike ride along the Sir George-Etienne Cartier Parkway which provided families with an opportunity to ride alongside their loved ones while enjoying some festive music during the ride.

Over the next year, I would like to organize more events with the help and support of the city of Ottawa, the NCC and Bike Ottawa to continue to promote the lifestyle in the nation capital.

I am hopeful that over the next few years I will get to have more opportunities to enhance my appreciation of the cycling world and that I can continue to provide a platform for others who share this love of cycling.

Dave Robertson

Riding bikes has been an important part of my life since childhood. When living in the Maritimes, my bike was my primary method of transportation to get to work, and for fun! I transitioned to year-round cycling 10 years ago. I've lived in Ottawa for the last 5 years and cycling has allowed me to explore the city in a much more enriching way, versus in an automobile.

My work background is in marine biology/remote sensing and I have been fortunate to have lived and worked in different parts of the world including most of Canada's Arctic with the Canadian Ice Service. However, my "closet" passion is urban design & mobility.

Over the last few years as a member of Bike Ottawa, I have participated in several exciting projects including the Gladstone Station District Secondary Plan, LeBreton Flats and the West Centretown cycling facilities. Additionally, this fall will be the second year I write the Winter Cycling Network Maintenance Review.

The City of Ottawa has the "bones" to build upon to create a well-connected cycling network, allowing residents to use their bicycle for a majority of their trips year-round. I believe we should strive to expand a safe network as quickly as possible, all while keeping in mind matters of accessibility, equity, race, age and gender. As Canada's capital, and with the associated tourism, we have a unique opportunity to lead by example, demonstrating how an active

transportation system is an important ingredient in making a city livable - now more critical than ever as we face the challenges brought on by climate change.

Financial Report

CITIZENS FOR SAFE CYCLING
(OTTAWA-CARLETON)

FINANCIAL STATEMENTS

DECEMBER 31, 2019

TRUSTEE'S REPORT

To the Members of Citizens for Safe Cycling

I have reviewed the accompanying financial statements of Citizens for Safe Cycling, which comprise the balance sheet as at December 31, 2019 and the income statement for the year then ended, and a summary of significant accounting policies and other explanatory information.

Executive's Responsibility for the Financial Statements

The Executive is responsible for the preparation and fair presentation of these financial statements in accordance with Canadian generally accepted accounting principles, and for such internal control as the Executive determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

Trustee's Responsibility

My responsibility is to express an opinion on these financial statements based on my review. I conducted my review in accordance with Canadian generally accepted auditing standards. Those standards require that I comply with ethical requirements and plan and perform the review to obtain reasonable assurance about whether the financial statements are free from material misstatement.

This review involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the trustee's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the trustee considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design trustee procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. A review also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the Executive, as well as evaluating the overall presentation of the financial statements.

I believe that the review evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Basis for Opinion

In common with other not for profit organizations, Citizens for Safe Cycling derives most of its revenue in the form of membership and donations, the completeness of which is not susceptible to satisfactory review verification. Accordingly, my verification of these revenues was limited to the amounts recorded in the records of the organization and I was not able to determine whether any adjustments might be necessary to membership or donation revenues, excess of revenue over expenses, assets and net assets, except where otherwise noted.

Opinion

In my opinion, except for the effect of adjustments, if any, which I might have determined to be necessary had I been able to satisfy myself concerning the completeness of the membership and donations referred to in the preceding paragraph, these financial statements present fairly, in all material respects, the financial position of the organization as at December 31, 2019 and the results of its operations and the changes in its financial position for the year then ended in accordance with Canadian generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Nov 15, 2020
Ottawa, Ontario



Doug Massey,
Member

CITIZENS FOR SAFE CYCLING (OTTAWA-CARLETON)

BALANCE SHEET

FOR THE YEAR ENDED DECEMBER 31, 2019

	2019	2018
ASSETS		
Cash	\$ 11,909	\$ 11,789
Petty Cash	\$ -	\$ -
Accounts Receivable	\$ -	\$ -
Fixed Assets	\$ 753	\$ -
Inventory	\$ 262	\$ 344
Prepaid Expenses	\$ 167	\$ 544
Term Deposits	<u>\$ 31,958</u>	<u>\$ 31,284</u>
Total Assets	<u>\$ 45,049</u>	<u>\$ 43,961</u>
LIABILITIES		
Accounts Payable	<u>\$ 244</u>	<u>\$ -</u>
Total Liabilities	<u>\$ 244</u>	<u>\$ -</u>
EQUITY		
Equity	<u>\$ 44,805</u>	<u>\$ 43,961</u>
LIABILITIES & EQUITY	<u>\$ 45,049</u>	<u>\$ 43,961</u>

CITIZENS FOR SAFE CYCLING (OTTAWA-CARLETON)

INCOME STATEMENT

FOR THE YEAR ENDED DECEMBER 31, 2019

	2019 BUDGET	2019 ACTUAL	2018 ACTUAL
Income			
Bike Counter Support	\$ -	\$ -	\$ -
Bluesfest Volunteer Allowance	\$ -	\$ -	\$ 80
Donations	\$ -	\$ 5,098	\$ 4,611
Event Revenue	\$ -	\$ -	\$ -
Interest Income	\$ -	\$ 735	\$ 621
Membership Sales Revenue	\$ -	\$ 6,250	\$ 5,750
Merchandise Sales Revenue	\$ -	\$ 60	\$ 235
Miscellaneous	\$ -	\$ -	\$ 37
Municipal Data Project	\$ -	\$ -	\$ 3,409
Total Income	\$ -	\$ 12,142	\$ 14,742
Expense			
Banking expenses	\$ -	\$ 286	\$ 397
Clerical Support	\$ -	\$ -	\$ -
Commercial Liability Insurance	\$ -	\$ 342	\$ 335
Conference Attendance Expense	\$ -	\$ 1,255	\$ 1,308
Cost of Goods Sold	\$ -	\$ -	\$ 106
Depreciation	\$ -	\$ 151	\$ -
Event Expense	\$ -	\$ 3,050	\$ 3,738
Equipment Expense	\$ -	\$ -	\$ 137
External Membership Fee Expense	\$ -	\$ 135	\$ 180
Food, Drink & Other for Volunteers	\$ -	\$ 563	\$ 787
Grant to other Organizations	\$ -	\$ 4,105	\$ 1,938
Office Expenses	\$ -	\$ 252	\$ 304
Promotion Expense	\$ -	\$ 82	\$ 820
Storage Locker Rental Expense	\$ -	\$ 712	\$ 614
Web Site	\$ -	\$ 365	\$ 537
Total Expense	\$ -	\$ 11,298	\$ 11,200
Net Income	\$ -	\$ 844	\$ 3,542

CITIZENS FOR SAFE CYCLING (OTTAWA-CARLETON)

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED DECEMBER 31, 2019

1. Significant accounting policy:

Bases of presentation:

Citizens for Safe Cycling (OTTAWA-CARLETON), otherwise known as Citizens for Safe Cycling or CFSC is a non-profit organization incorporated in Ontario. The organization was established in 1984. The Organization's object is to promote cycling as a viable means of transportation.

2. Use of estimates

The preparation of financial statements in conformity with Canadian generally accepted accounting principles requires the Executive to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the dates of the financial statements and the reported amounts of revenues and expenses during the reporting periods. Actual results could differ from these estimates.

Financial instruments

All financial assets are required to be classified as either held-for-trading, held-to-maturity investments, loans and receivables, or available-for-sale. All financial liabilities are required to be classified as held-for-trading or other liabilities. The classification depends on the purpose for which the financial instruments were acquired or issued, their characteristics and the Organization's designation of said instruments, at the time of initial recognition. Settlement date accounting is used and transaction costs related to investments are expensed as incurred.

Cash and cash equivalents	Held-for-trading
Accounts receivable	Loans and receivables
Accounts payable and accrued liabilities	Other liabilities

Classifications

These financial assets are measured at fair value at the balance sheet date. Fair value fluctuations including interest earned, interest accrued, gains and losses realized on disposal and unrealized gains and losses are included in other income.

Loans and receivables

These financial assets are measured at amortized cost using the effective interest rate method, less any impairment.

Other liabilities

These financial liabilities are recorded at amortized cost using the effective interest rate method.

Fair value

The fair value of cash and cash equivalents, accounts receivable, accounts payable and any accrued liabilities and due to constituencies approximate their carrying value due to their short-term nature.

Revenue and expense recognition:

Membership and contribution revenues are recognized in the year of receipt. The organization also offers 2 year memberships. Therefore it should be noted there was membership revenue recorded of \$2,288 in 2019 and \$1,953 in the 2018 revenues for the 2nd year portion. As per past practice of the Organization, this revenue is not deferred to the following year. All other revenue is recognized when received or receivable, if the amount can be reasonably estimated and collection is reasonably assured.

Cash and cash equivalents

Cash and cash equivalents can include cash and short-term investments with maturities of three months or less from the date of acquisition.

Inventory

The inventory consists of t-shirts sold by the Organization at events, etc and are recorded at the market value paid at the time of purchase.

Impairment of long-lived assets

There are currently no long-lived assets.

Bank loans:

The organization does not currently have any bank loans.

3. Statement of cash flows:

A statement of cash flows has not been prepared as information relating to cash flows is otherwise adequately disclosed.

4. Comparative figures:

Certain balances of the preceding period have been reclassified to conform with the current year's financial statement presentation.