



2023 Annual General Meeting

December 17 2023 | 1:00 pm | Zoom

Info-Pack Contents

2023 Annual General Meeting Agenda	2
Board of Directors Report	
A Message From the President On Behalf of the Board	3
Report on 2022-2023 Activities	4
2022 Annual General Meeting Minutes	13
Elections to the Board: Candidate Openings and Nominees	14
2022 Financial Report	19

2023 Annual General Meeting Agenda

Guest Speaker: Karl Saidla, University of Tartu

With reference to Ottawa and ambitions to develop a truly bike-friendly city, this presentation provides a practical overview of the policy approaches underpinning the highly popular public bike share systems of Tartu, Estonia, and Helsinki, Finland. We will discuss how both cities planned thoroughly, implemented bike share as a true part of their public transit systems, and committed to covering their entire cities with a dense network of stations and bikes.

Karl will also share key observations on liveability from his family's time in Tartu, a small, friendly, beautiful, and unique city in a Northern environment of the type that those from Ottawa will be familiar with!

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. Introduction of the Board/Greeting [5 minutes]
2. Quorum Check and Call to Order [1 minute]
3. Approval of the Agenda [1 minute]
4. Approval of the 2022 AGM minutes [5 minutes]
5. Board of Directors Report on Activities (questions only) [10 minutes]
6. Treasurer's Report 2022 [10 minutes]
7. Adoption of Reports [1 minute]
8. Appointment of Trustee for 2023 Financial Statements [2 minutes]
9. Elections [15 minutes]
Candidates may have 2 minutes to speak before the election is called.
10. Post-election Comment [5 minutes]
11. Other Business [5 minutes]
12. Adjournment

Board of Directors Report

A Message from the President On Behalf of the Board

2023 was an eventful year, both for Bike Ottawa and for cycling in the city. With a board shakeup and a mayor intent on making it more difficult to cycle as transportation, we were busy all year long.

As you know, our President stepped down early in the year, and we appointed a replacement from within the board to serve the rest of the term. We also, unfortunately, saw the resignation of an additional Director-at-Large to avoid a conflict of interest with a new job. In much happier news, we had board members who became new parents and who started new jobs after completing their PhD studies. All told, we were stretched thin!

Nevertheless, 2023 marked our full return to community events. We took the refreshed Bike Ottawa tent and trailer all across the city, from Stittsville to Manor Park, speaking to people about making Ottawa a more livable city and how cycling fits into that vision. Unsurprisingly, we found that people inside and outside the Greenbelt share many concerns about Ottawa's streets, and also share the wish that their trips by bike to the grocery store or to take the kids to school could be a little bit safer.

That widespread sentiment will be crucial in pushing back against Mayor Mark Sutcliffe, who has made it his mission that everyone in Ottawa drives everywhere. He started 2023 by reopening Wellington Street to cars, with only painted bike lanes in place rather than the long-planned and long-delayed separated facilities, and spent the rest of the year working to keep a short section of a scenic parkway available for driving. In response to a media blitz against active transportation from the mayor, including a video of the supposedly underused parkway, Bike Ottawa canvassed active users on the Queen Elizabeth Driveway and launched a social media campaign encouraging people to post their videos illustrating Ottawa's extensive—and expensive!—inventory of underused car infrastructure.

One welcome side effect of this regressive attitude coming from City Hall has been an explosion of community action for safe streets. Multiple Critical Mass rides are taking place each month, not to mention the family-focused Kidical Mass event organized by *School Streets Ottawa* and climate change activists *For Our Kids Ottawa-Gatineau*. Individuals and community groups have launched petitions and campaigns, all outside the usual collection of road safety groups. It's exciting to see!

Bike Ottawa is ready to take this energy into 2024 with a slate of new volunteer working groups designed to provide direction, support, and concrete tasks people can get started on immediately. Whether you are interested in shaping our communications or maintaining our online tools, we hope there will be opportunities for everyone to get involved in a way suited to their interests and skills.

Report on 2022-2023 Activities

The following summarizes Bike Ottawa’s activities since the previous AGM, December 14, 2022 to Month Date, 2023.

Activity	Objective	Key Results
Membership	Build momentum and influence by increasing our membership numbers. Ensure that members see value in supporting the organization.	<p>After several years of slow decline in our membership numbers, Bike Ottawa’s return to public appearances at community events and our advocacy around active use of the NCC’s parkways has generated an influx of new members in 2023.</p> <p>In particular, our presence at road safety-focused actions such as critical mass rides has been an opportunity to tell people about Bike Ottawa’s work, and has been a source of new members and donations.</p>
Communications, Promotion, and Outreach	Increase awareness of the work of Bike Ottawa through social media channels.	<p>The social media landscape is evolving. People have scattered over various platforms, making it harder to reach them. We have broadened our presence by opening accounts on two new platforms (Mastodon, Bluesky) and have increased cross posting and posting frequency, hoping to capture more readers.</p> <p>As of December 9, 2023, Bike Ottawa has:</p> <ul style="list-style-type: none"> 2,614 Facebook followers (↑ 4%) 7,001 Twitter/X followers (↑ 2%) 1,117 Instagram followers (↑ 31%) 606 Mastodon followers (new - 1st post May 21, 2023) 130 Bluesky followers (new - 1st post August 13, 2023)

		We will need to diversify further to reach out to the public.
Partnerships	Leverage the power of partnerships with key organisations and stakeholders.	<ul style="list-style-type: none"> - Pedal Poll (via Vélo Canada Bikes) for a nationwide bike count! Again this year, Bike Ottawa and a group of volunteers counted people on bikes across the city. From June 7th-12th, they captured data that provided a snapshot of what cycling looks like in our community. The data will be available at a later date (analysis to be done by current board member Madeleine Bonsma-Fisher). - European Union delegation for World Bicycle Day (1st time in Ottawa) Bike Ottawa was in touch with EU delegation and various embassies, boosted social messaging to invite people to come, and took part in WBD along Queen Elizabeth Drive to talk to people. - Let's Bike Month (EnviroCentre) Bike Ottawa took part in the launch, boosted Bike Month on social media and encouraged people to log their rides (data!). We co-sponsored a couple of workshops organized by EnviroCentre (family riding, urban riding), one in English and one in French (and introduced the French workshop). - City of Ottawa (Public Bike Parking Program) We have been coordinating with this City of Ottawa team on various aspects of this program including design of the new bike corrals, winter maintenance of bike racks, design for public bike racks and Hello Velo program racks. - Strava Metro This is a valuable data set that our Data Working Group has used over the years and continues to use for various projects looking

		<p>at winter cycling missing links and trends over time.</p> <ul style="list-style-type: none"> - Cycling Guide Foundation (mobile app) We have begun to work with this foundation that used Bike Ottawas’s code from our web-based mapping app and has since developed and launched a mobile app for the Waterloo Region in Ontario. We are already coordinating resources and are looking for funding to bring this app to users in the National Capital Region. - Eco-Counter Our Data Working Group is building a relationship with this Montreal company to coordinate on projects in the Ottawa area. - Winter cycling workshop with Retro Rides Retro Rides generously provided their space and prepared the presentation. Bike Ottawa gave feedback on content. The workshop was very popular, and there was a repeat 2 weeks later.
<p>Events</p>	<p>Building on past successful events, and grow the organization’s capacity to deliver and participate in events.</p>	<p>Bike Ottawa made a concerted effort in 2023 to attend community events, and appeared all across the city, from Stittsville to Manor Park to Carlington. Our typical presence consists of board members and/or volunteers who can discuss Bike Ottawa and its activities, take feedback about the cycling needs of residents in different neighbourhoods, and help those residents with strategies for pushing the city to address those needs.</p> <p>We continue to grow our network of contacts and partners and hope to meet even more residents in 2024.</p> <p>In September, we organized a picnic event for members and volunteers to thank them for their support and as an opportunity to discuss their thoughts on or advocacy and cycling in Ottawa.</p> <p>-New Chairperson! -Grant Hnatiw-Wakulczyk moves from our board to chair this group.</p>

<p>Equity Outreach</p>	<p>Improve the inclusiveness of cycling within the city by building relationships with communities that may be marginalized or historically limited from participating in the cycling community.</p>	<p>Bike Ottawa is exploring targeted training materials for the Board of Directors and Working Group chairs.</p> <p>Bike Ottawa is seeking training in equity, diversity and inclusion specific to transportation and mobility and to non-profit operations. These are some aspects of our work that we seek to learn more about:</p> <ul style="list-style-type: none"> • Increasing representation of Ottawa’s diverse community of cyclists among the leadership and volunteers of Bike Ottawa • Self-reflection on our practices and how they may be exclusionary • Mobility and transportation justice and how to advocate for mobility options for people and communities that have been left out of the conversation and abandoned by infrastructure • How to advocate for procedural equity in municipal decision-making • How to shift from theory to implementation (less talk, more action). For example, branching out beyond “downtown” and into suburbs and neighbourhoods with traditionally underserved communities
<p>Advocacy</p>	<p>Mobilize the public to engage informedly on infrastructure projects and respond to crises as they arise.</p>	<p>The Advocacy Working Group has altered its focus from writing detailed letters to equipping AWGers in a Ward Advocate structure with key messages to share through engagement opportunities (surveys, public consultations), as well as mounting campaigns to respond to threats that arise (e.g., Airport Parkway widening, mayor’s vendetta against the NCC’s Active Use Program on Queen Elizabeth Driveway).</p> <p>The Ward Advocate program is important in having members who are very familiar with a project in their neighbourhood to help coordinate. The AWG email list has grown in the last year, as has its Slack channel. To join:</p> <p>https://bikeottawa.ca/volunteer-signup/</p>
<p>Data</p>	<p>Enable Bike Ottawa and other organizations to make</p>	<p>The Data Working Group resumed monthly meetings in 2022 and is working on several exciting projects to create and use data on cycling in Ottawa and Gatineau.</p>

	<p>informed decisions by giving them access to data and data visualizations.</p>	<p>-New Chairperson! Welcome Mikel Tobar del Barrio to the team!</p> <p>-2022 Annual Report on Cycling</p> <p>With help from some dedicated volunteers, since 2010 we have been summarizing Bike Ottawa's activities for the year, and as best as possible, tried to capture major events in our work to make Ottawa a more livable city.</p> <p>Are you interested in volunteering in our award-winning Data Working Group?</p> <p>https://bikeottawa.ca/volunteer-signup/</p>
<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 all sorts of bicycle stories in Ottawa.</p> <p>Wellington Street</p> <ul style="list-style-type: none"> • Wellington Street: Cycling advocates raise concerns with plan for bike lane CTV News • La nouvelle piste cyclable sur la rue Wellington critiquée (radio-canada.ca) • https://ottawa.citynews.ca/2023/08/10/the-sam-laprade-show-hour-1-august-10-2023/ (Sam Laprade show, hour 1, August 10 2023) at 21:24 • OAW: CONCERNS AROUND BIKE LANES AND SAFETY AS WELLINGTON ST. SET TO REOPEN • CFRA (Kristi Cameron), Dave Robertson, January 28 • La fin pour les cyclistes sur la promenade Reine-Elizabeth • Leah Larocque August 30 evening news (TV) • Les matins d'ici : 28 avril <p>Unsafe bicycle infrastructure and design</p> <ul style="list-style-type: none"> • Cyclist struck by a dump truck at Ottawa intersection CTV News

- [Feu vert pour une piste cyclable dans un secteur « dangereux » d'Ottawa-Sud | Radio-Canada.ca](#)
- [Carling Avenue is \(arguably\) Ottawa's worst road. Here's how to fix it](#)
- [Cyclist struck by a dump truck at Ottawa intersection](#)
- Gladstone/Rochester: Radio-Canada, 16 juin
- CRFA, Dave Robertson, June 16

QED

- [Local advocacy group calling for continuation of NCC's Queen Elizabeth Driveway active use program](#)
- [NCC's Queen Elizabeth Driveway active use program sparked debate. Here's where key people stand](#)
- CFRA Radio, Dave Robertson, July 20

Chief William Commanda Bridge

- Radio-Canada, Sur le vif, 8 août
- [Ottawa to “explore” winter recreation options for Chief William Commanda Bridge](#)
- [Coup dur pour les cyclistes et les marcheurs](#)
- [CFRA: Florence Lehmann, Nov 22](#)

Safe Construction Detours

- [Des cyclistes dénoncent un manque de sécurité aux abords des chantiers de construction | Radio-Canada.ca](#)

Biking during colder months

- CFRA: Dave Robertson
- [CTV Morning Live Ottawa, 14 nov \(end of show\)](#)
- [Yale Climate Connections: Dave Robertson](#)

Bike Share

- City News, Dave Robertson, June 21

Carleton University

- Bike Share, Dave Robertson, Feb 9

		<ul style="list-style-type: none"> • Effects of SUVs on cyclist, pedestrian safety: March 6 • Critical mass rides, Sept 29 • Winter cycling and Chief William Commanda Bridge (41:00)
Finances	Continue to prudently manage financial resources.	See below for our Financial statements
Operations	Provide basic services for the organization.	<p>New Volunteer Framework</p> <p>Over the past year, Bike Ottawa has been planning to overhaul how it coordinates and interacts with its volunteers. We are creating teams of volunteers that will do the heavy lifting for the organization, with the board members managing these teams through co-chairs. The new teams will consist of:</p> <ul style="list-style-type: none"> • Advocacy • Data • Events • Tech/IT • Communications • Grant Writing <p>https://bikeottawa.ca/volunteer-signup/</p>

2022 Annual General Meeting Minutes

Bike Ottawa | 2022 Annual General Meeting

December 14, 2022

Google Meet

Board members in attendance:

Erinn Cunningham, President

Shawn Gettler, Vice President

Barbara Greenberg, Director at Large

Pascal René, Director at Large

Paul Joseph, Director at Large

Madeleine Bonsma-Fisher, Director at Large

Dave Robertson, Director at Large

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

- BG confirms that quorum is present, welcomes everyone
- PJ reviewing attendance to confirm everyone is eligible to vote

2. Introduction of the Board/Greeting

- BG explains that we have chosen to have a small, business-only AGM this year with the hope of having a larger event in the spring
- Info pack describes activities this year; board has been busy
 - consultations with the city on policy
 - revert red campaign
 - municipal election - tried something different: evaluated platforms and asked for support of a particular plan rather than send out surveys

- Return to some in-person events this year
- Elected to remove Bike Ottawa from events with police presence
- Despite efforts, community did install another ghost bike this year, so there is still plenty to do
- BG thanks all the volunteers over the past year, board is proud of their efforts

3. Approval of the Agenda

- BG notes error in info pack: appointment of Trustee for 2021 in the agenda should read for 2022

4. Approval of the 2021 AGM minutes

- Alayne McGregor notes typo in her name, asks that it be corrected
- BG moves to approve minutes from 2021, DR seconds; all in favour

5. Board of Directors Report on Activities (questions only)

- BG asks if there are any questions regarding board activities; no questions from the membership

6. Treasurer's Report 2021

- BG notes that Treasurer CH and Trustee Doug Massey are not present, but board will take questions and refer them if we can't answer; no questions from the membership

7. Appointment of Trustee for 2022 Financial Statements

- BG indicates that Doug has agreed to continue in position, but asks if there are any other volunteers from the membership
- Richard Jones asks what the Trustee position is; it is a non-board member who reviews the financial info
- Doug Massey appointed Trustee

8. Adoption of Reports

- BG moves to adopt reports, Christie Cole seconds; all in favour

9. Elections

- BG introduces candidates

- Christie Cole nominates Shawn Gettler to return as Vice President, PJ seconds; SG elected by acclamation
- BG nominates Diane Harper for Treasurer, EC seconds; Diane elected by acclamation
- BG nominates Paul Joseph to return as Director at Large, EC seconds; PJ elected by acclamation
- Grant Wakulczyk nominates Dave Robertson to return as Director at Large, Christie seconds; DR elected by acclamation
- Daniel Domen nominates Grant Wakulczyk for Director at Large, PJ seconds; Grant elected by acclamation

10. Post-elect comment

- Hans Moor asks to have a list of the revised board, BG outlines returning and new board members:
 - EC - President
 - SG - Vice President
 - FL - Secretary
 - Diane - Treasurer
 - BG, PR, PJ, MB, DR, Grant - Director at Large

11. Other Business

- BG asks if there is any additional business from the membership
- Ian Sherwood asks what the intent is for the spring event; no set content, hoping to see people in person
- PJ asks if there is anything in particular Ian or the membership would like to see; no specific suggestions

12. Adjournment of Bike Ottawa (Citizens for Safe Cycling) Annual Meeting 2022

- BG moves to adjourn the meeting, EC seconds; all in favour

Elections to the Board: Open Positions and Candidates

According to Citizens for Safe Cycling Bylaws:

“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.”

This year is an odd numbered year, and the following positions (listed below) are open for election.

Names and brief background information on candidates who have to date been nominated by the Nominations Committee by the Bike Ottawa Board of Directors.

President (two-year term)

Candidates:

Florence Lehmann

Les élections municipales de 2023 ont été un coup de semonce. Durant toute la campagne, le maire actuel n'a cessé de dire que personne ne se déplace à vélo pour quoi que ce soit. Ça n'est pas anodin. En répétant le même message, le maire a attisé le ressentiment envers les gens qui choisissent le vélo comme moyen de transport. Il incite par ailleurs les gens à adopter le même discours sur le tout voiture, à s'opposer aux aménagements cyclables au nom de la circulation automobile.

Comment contrer cette tendance face à un maire qui s'appuie sur ses réseaux pour propager son discours ? En allant à la rencontre des gens, en leur montrant en quoi le vélo (entre autres mobilités actives) contribue à faire d'Ottawa une ville plus agréable pour tous, une ville moins congestionnée. En leur donnant des outils pour mieux militer en faveur des aménagements cyclables et faire pression auprès des élus.

Je reviens de quelques jours au Pays-Bas. J'ai fait du vélo à Utrecht et Amsterdam. Quelle inspiration ! À la ville comme à la campagne, de vastes réseaux bien connectés, des pistes larges, séparées de la circulation automobile, des rues où les automobilistes sont les « invités ». Un pays où l'on passe facilement des transports publics aux mobilités actives, où tout est fait pour faciliter la vie sans voiture. Où des personnes de tout âge circulent à vélo, où on peut pédaler côte à côte, où on a le bonheur de voir des personnes âgées à vélo, indépendantes et en bonne santé.

Au cours des deux prochaines années, avec le prochain conseil d'administration, j'espère que nous saurons convaincre le maximum de gens de militer en faveur d'une ville cyclable, conviviale et accueillante pour tout le monde. C'est ce que j'essaierai de faire.

-

The 2023 municipal elections were a wake-up call. Throughout the campaign, the current mayor kept saying that no one gets around by bike. This is not trivial. By repeating the same message over and over again, the mayor has stoked resentment towards people who choose to bike as a means of transportation. He also encourages people to hold the line on cars, to oppose progress on cycling infrastructure in the name of car traffic.

How can we counter this trend with a mayor who relies on his networks to monopolize media attention? By meeting people, showing them how cycling (among other forms of active mobility) contributes to making Ottawa a more pleasant city for everyone, a less congested city. By giving them tools to better advocate for cycling infrastructure and put pressure on elected officials.

I have just returned from a few days in the Netherlands. I cycled in Utrecht and Amsterdam. What an inspiration! Whether in the city and in the countryside, you find vast, well-connected networks, wide tracks, separated from car traffic, streets where motorists are “guests”. A country where you can easily switch from public transport to active mobility, where everything is done to make life without a car easier. Where people of all ages cycle, where you can cycle side by side, where you have the pleasure of seeing elderly people on bicycles, independent and in good health.

Over the next two years, with the next board, I hope that we will be able to convince as many people as possible to advocate for a cycling city that is friendly and welcoming to everyone. This is what I will try to do.

Secretary (*two-year term*)

Candidates:

Shawn Gettler

Like many Bike Ottawa members, I am a year-round cyclist because cycling is a practical, efficient, sustainable, and fun means of transportation. From a simple grocery store trip to a loop of Gatineau Park, I love how being on a bike makes you more aware of the place you live. And I enjoy hearing from people on bikes about their experiences in all parts of the city, good and bad. We have a great community in Ottawa who support and encourage others to get on a bike, but I know we as a city have a long way to go before cycling is a safe option for everyone.

I have been part of the board of Bike Ottawa for several years now, serving as Secretary and Vice President before being appointed President in the last term. Each of those positions has provided its own perspective on the organization as it has evolved. As Secretary, I will be able to draw on that experience to support the board, and also to provide some institutional memory.

Over the next two years, I hope Bike Ottawa can continue to reach out to all communities across our city to learn about their needs and to understand how we can support them. Transportation policy affects safety, affordability, and quality of life, and we must work to ensure equitable access to transportation options for all of Ottawa.

Member-at-Large (two-year term)

Candidates:

Guillaume Gaillard

Le vélo, c'est la vie. Et c'est un peu ma vie aussi. Ottavien depuis deux ans, et Parisien avant, cela fait plus de vingt ans que je me déplace à vélo : parce que c'est pratique, parce que c'est écologique, parce que c'est économique, et parce que c'est fun ! Avec la marche, c'est le meilleur moyen de connaître une ville et ses habitants. Alors je pédale toute l'année, de quelques kms pour aller travailler à plusieurs centaines avec mes sacoches de bikepacking.

J'ai eu la chance de voir de mes yeux Paris, une ville auparavant plutôt hostile aux cyclistes, devenir en quelques années un exemple mondial, par le seul pouvoir de la volonté politique. Et si la volonté ne vient pas d'en haut, c'est à nous de la provoquer, par nos mobilisations et nos revendications. C'est pour cela que je suis devenu membre de Bike Ottawa dès mon arrivée. Pour apporter ma modeste contribution à faire d'Ottawa une ville plus agréable à vivre, pour toutes et tous, et une ville plus soucieuse de protéger son environnement exceptionnel.

Grâce à mes expériences professionnelles et à ma formation d'ingénieur, je suis autant à l'aise dans les discussions et analyses techniques (ce qui m'a servi dans l'analyse de projets d'aménagements urbains avec l'Advocacy Working Group de l'association) que dans les échanges avec l'administration publique et les experts.

Je serais ravi d'apporter ces compétences au Conseil d'Administration de Bike Ottawa, et de continuer à promouvoir les mobilités actives.

-

Cycling is life. And it's a bit my life too. I've been a resident of Ottawa for two years now, and I lived in Paris before that. I've been getting around by bike for over twenty years: because it's practical, because it's environmentally friendly, because it's economical, and because it's fun! Along with walking, it's the best way to get to know a town and its people. So I cycle all year round, from a few kilometres to work to several hundred with my bikepacking bags.

I've been lucky enough to see Paris, a city that was previously rather hostile to cyclists, become a world leader in just a few years, through the sheer power of

political will. And if the will doesn't come from the top, it's up to us to bring it about from the bottom, through our advocacy and our demands. That's why I became a member of Bike Ottawa as soon as I arrived. To modestly contribute to making Ottawa a more pleasant city to live in, for everyone, and a city that is more concerned with protecting its exceptional environment.

Thanks to my training as an engineer and my professional experiences, I'm just as comfortable in discussions and technical analyses (which has helped me in my analysis of urban development projects with the association's Advocacy Working Group) as I am in discussions with public authorities and experts.

I'd be delighted to bring these skills to the Bike Ottawa Board, and to continue promoting active mobility.

AnaLori Smith

Hello! My name is AnaLori Smith and I am an adaptive cyclist. My current bike is the [Alinker](#), a non-motorized walking bike without pedals. My sunny yellow walking bike keeps my body agile and empowered as a woman with cerebral palsy.

I am a resident of Centretown Ottawa and I am the Accessibility Subject-Matter Expert at the Canada School of Public Service (the CSPA). I lead CSPA's Accessibility Learning Series, a program that teaches public servants to be more inclusive and helps create a barrier-free public service. The distance between my home and office is minimal. Yet, I am unable to commute to work with my Alinker because of the non-accessible, non-safe cycling path on Sussex Drive.

Next spring, my plan is to bike to the O-Train Parliament station, ride the LRT to the O-Train Rideau station, Alinker across the Rideau Centre, then commute to my office. I look forward to the challenge. Yet, the commute between Argyle Avenue and Sussex Drive should not be rocket science.

With expertise in accessibility policy and legislation, I hope to contribute to Bike Ottawa's governance structure by advancing its accessibility confidence and disability inclusion. What is accessibility, disability inclusion, and universal design in the context of active transportation, the NCR's cycling culture, and urban planning? What is the attitudinal and behavioural shift required to build spaces of belonging where adaptive cyclists can thrive? Finally, how can Bike Ottawa lead by example in the radical rethink of seeing persons with disabilities and their disabled bodies as being athletic, empowered, and worthy of celebration?

Cassie Smith

I moved to Ottawa in 2008 and have lived and biked in many parts of the city. My commitment to making change accelerated after my first child was born in 2017. Seeing the city's failure to seriously address the climate emergency and the

transportation system's inability to meet the needs of children, parents, and many others in our community led me back to academia to complete a Master of Arts in human geography at Carleton University. My nearly completed thesis is entitled "What Will It Take to Make Non-Work Trips Sustainable: A Feminist Analysis of Transitions in Transportation Policies and Practice".

In addition to my studies and caring for two young kids, I have been involved in volunteer pursuits with community associations, School Streets Ottawa, For Our Kids, and helped host Ottawa's Kidical Mass bike ride and rally in September 2023. As a member-at-large with Bike Ottawa, I would continue to champion the need for safer streets for everyone and for everyday life.

CITIZENS FOR SAFE CYCLING
(OTTAWA-CARLETON)

FINANCIAL STATEMENTS

DECEMBER 31, 2022

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, 2022 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, 2022 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.

Dec 16, 2023
Ottawa, Ontario


Doug Massey

CITIZENS FOR SAFE CYCLING (OTTAWA-CARLETON)

BALANCE SHEET

FOR THE YEAR ENDED DECEMBER 31, 2022

	2022	2021
ASSETS		
Cash	\$ 39,383	\$ 23,726
Petty Cash	\$ -	\$ -
Accounts Receivable	\$ -	\$ 250
Fixed Assets	\$ 211	\$ 392
Inventory	\$ 262	\$ 262
Prepaid Expenses	\$ 283	\$ 25
Term Deposits	\$ 20,620	\$ 29,034
Total Assets	\$ 60,759	\$ 53,688
LIABILITIES		
Accounts Payable	\$ 2,161	\$ 922
Total Liabilities	\$ 2,161	\$ 922
EQUITY		
Equity	\$ 58,598	\$ 52,766
LIABILITIES & EQUITY	\$ 60,759	\$ 53,688

CITIZENS FOR SAFE CYCLING (OTTAWA-CARLETON)

INCOME STATEMENT

FOR THE YEAR ENDED DECEMBER 31, 2022

	2022	2021
	ACTUAL	ACTUAL
Income		
Donations	\$ 6,212	\$ 3,336
Interest Income	\$ 631	\$ 703
Membership Sales Revenue	\$ 8,140	\$ 9,890
Miscellaneous	\$ -	\$ 400
Total Income	<u>\$ 14,983</u>	<u>\$ 14,329</u>
Expense		
Bad Debt	\$ 250	\$ 752
Banking expenses	\$ 326	\$ 460
Clerical Support	\$ 525	\$ -
Depreciation	\$ 181	\$ 181
Event Expense	\$ 1,262	\$ 518
External Membership Fee Expense	\$ 35	\$ 185
Food, Drink & Other for Volunteers	\$ -	\$ -
Partnerships with other Organizations	\$ 2,133	\$ 291
Office Expenses	\$ 1,887	\$ 2,002
Promotion Expense	\$ -	\$ 671
Storage Locker Rental Expense	\$ 1,496	\$ 1,107
Web Site	\$ 1,056	\$ 958
Total Expense	<u>\$ 9,151</u>	<u>\$ 7,125</u>
Net Income	<u>\$ 5,832</u>	<u>\$ 7,204</u>

CITIZENS FOR SAFE CYCLING (OTTAWA-CARLETON)

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED DECEMBER 31, 2022

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 \$3,185 in 2022 and \$3,690 in the 2021 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.