

Submitted By: Jason Carter

Date: June, 19, 2012

Comments & Updates:

Since the last Board meeting, I have had daily contact with the ED and Provincial Coach and many other entities involved in cycling.

Since the announcement of the possibility of Mandatory Helmet Legislation (MHL), the tragic fatality of a WCC member, the introduction of Bill 32 to amend the Highway Traffic Act, and media requests to talk about cycling issues, I have had increased involvement with advocacy matters.

The MCA Position Statement on MHL was given to the Board at the last meeting, passed, and published on the website. As leaders in the cycling community, MCA has a social obligation to take a position on this important subject. To date, the feedback on this document has been favorable.

The Minister responsible for Active Transportation surprised the cycling community with the introduction of Bill 32 to amend the Highway Traffic Act. Although the press release on this Bill states “[p]roposed amendments would expand the Highway Traffic Act to boost forms of active transportation and help create designated bicycle pathways on existing roads...”, the Bill goes far beyond the creation of bike lanes.

A main aspect of the Bill is to remove “as close as practicable” from the legislation. Instead cyclists must comply with the regulations about any aspect of operating a bike. No cycling entity that I know of has knowledge of the content of these regulations, nor the plans for what they might contain. As well, each of the 197 municipalities can make resolutions and bylaws about how bikes are operated on their roads, include banning their use on certain roads and restricting them to the confines of a bike lane (which may include a shoulder, regardless of its condition). Word is that two triathletes were ticketed in Bird's Hill Park on the June 10th for failing to ride in the bike lane/shoulder during a race.

I made a presentation at the Standing Committee meeting on June 6th regarding Bill 32, along with 3 other representatives from BttF. The presentation emphasized that it is impossible to create national and international level competitors based on training and racing in bike lanes. As well, the dynamics of single line packs versus double pack lines were explained to the 12 or so MLAs.

Hansard - pdf: <http://www.gov.mb.ca/legislature/hansard/1st-40th/hansardpdf/sed2.pdf> Charles Feaver's excellent presentation is on page 34 of the pdf. Tom McMahan's is on page 37 - he should have been last since his ability to summarize is excellent, and my scrub remarks are on p.46. The documents submitted to support the presentations were not reproduced in Hansard, although the letters without presentation were. As you will see on pages 49 and 50 of the pdf

document when the clause-by-clause voting took place, the Bill passed the Committee stage without change or the promise of change. The next stage is a report to the House and then Third Reading. Changes are, however, unlikely.

The City and each municipal authority will likely react to the regulations, whenever they are published, by developing bylaws that will be used by municipal authorities to prescribe or restrict how cyclists may or may not ride on municipal and provincial roads (within the City/town limits). As in the case of some triathletes that were ticketed in BHP for failing to ride on the shoulder on June 10th during the race, MCA riders may soon face a similar risk.

In other matters, a Discipline Hearing was held on May 28th regarding a major dispute involving dangerous racing practices, a crash, violent reactions, and complaints of not being heard due to racism. BttF co-chair, Mr. Tom McMahon, chaired the hearing due to his expertise as a General Counsel for the Truth and Reconciliation Commission. The MTB Director and KOM/Commissaire Director were the other panel members. As the MCA representative who imposed the temporary suspension, my role was that of complainant.

The above dispute has taken an extraordinary amount of time and energy to address. A dispute resolution policy should have been developed years ago, as is the case in other provinces. The Panel provided recommendations about the process for the hearing, and a policy needs to be created for the Board's consideration.

A meeting with Manitoba Healthy Living was conducted regarding Phase 2 of the Can-Bike video project - the finish editing of the remaining Can-Bike chapters.

The Board approved the final 2012/13 budget at its last meeting. Sport Manitoba notified the MCA that an overall 3.6% reduction in grant funding occurred. The next financial project is to send the 2011/12 financial documents to the external auditor for review. Since Linda Ferguson, who is two credits short of her CGA, has been reviewing these entries and documents in detail for the last 6 months, we do not expect difficulties with the audit.

Grant funds were obtained to hire Lindsay Argue as an Assistant Coach for the 2012 season and as a Canada Games coach for 2013. Lindsay's employment contract has been finalized and signed.

A general memo of all insurance products available through CCC's National Insurance Program has not yet been distributed to clubs. At the moment, CCC and Marsh are providing coverage by means of an interim contract that will continue until a final insurance contract is signed. Further communications are being conducted with CCC regarding event insurance and walk-up entries.

I attended the JYD Stage Race on the weekend of June 2/3. All three races were excellent. In particular, the Southport criterium course offers great potential for further racing.

I also attended the Pinawa MTB race. In the adult race, about 30 racers had difficulties

negotiated a rain-soaked and muddy boardwalk that had a slight turn. Ten of the riders were able to stay upright, but about 20 riders fell - hard. Luckily only one rider had a concussion and one rider a potentially broken ankle (turned out sprained). All the other sustained hip pointer injuries, and arm, leg and chest contusions. While falls and injuries are to be expected in MTB races, the treated wood on the boardwalk, combined with rain and mud, made it an oil surface. The least hint of lean or turning led to washing out of the front wheel and a surprise fall. The MTB Director and Commissaire Director have been asked to consider developing course rules to prohibit using this type of structure during wet conditions.

Finally, Friday, June 22 was Bike to Work day. An attempt to involved CBC in a Perimeter Convergence gig was semi-successful. However, the MCA Pit Stop was excellent.

Issues/Concerns/Recommendations:

Committee Member Name	Club	Date of Last Contact	Contact Type: E = email P = phone M = meeting	Other Notes
Twila/Jay	MCA	Daily	E/M/P	Re: everything.
BttF members	BttF	Daily	E	Advocacy
Kevin MacCuish	BC	May 31	E	Insurance/Dispute
Tom McMahon	BttF	June 6	E/M	Standing Committee
Charles Feaver	BttF	June 6	E/M	
Minister's Staff	MIT / AT	June 6	E/M	HTA