

# **Bike to the Future 2010 Candidate Questionnaire Responses**

Candidates were contacted by email where available, or by phone where no email addresses were indicated and asked to provide written responses. By reproducing these statements, Bike to the Future is not endorsing them - they are the views of the candidates alone

We would like to thank all of the candidates who replied.

## **Office of Mayor**

### **Rav Gill 333-5061**

[www.rav4mayor.com](http://www.rav4mayor.com)

No written response received

### **Brad Gross 509-7653**

[www.bradgrossformayor.com](http://www.bradgrossformayor.com)

No written response received

### **Sam Katz 774-9898**

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I would like to thank you for allowing me the opportunity to share my commitments and the actions I have delivered on the issues that most interest and impact your members and cyclists of all abilities and levels city-wide. I am pleased to provide you with responses to your questions below.

#### **1. Do you believe that the current cycling network provides the citizens of our city with adequate options for traveling safely by bicycle?**

Much has been accomplished on active transportation in the last four years – the construction of the Northeast Pioneers Greenway, the extension of the Bishop Grandin Greenway and the Harte Trail, a separate active transportation bridge as part of the Disraeli Bridge project, and numerous active transportation projects currently underway as a result of the federal government's stimulus program, to name just a few.

As you are aware, the City's active transportation network is a work in progress, as highlighted through an annual work plan outlining active transportation projects that the City will be completing each year. Therefore, while there is always room for improvement in the current system, it is the City's goal to provide citizens with a first-class set of options for travelling safely by bicycle, whether cycling for commuter or recreational purposes, and I am confident that we will have accomplished that goal once our active transportation network is complete.

**2. Currently, the City of Winnipeg 2011 Capital Budget forecasts \$250,000 for New Regional Sidewalks, \$1 million for Recreational Walkways and Bike Paths, and \$500,000 for Active Transportation Corridors. Do you think these amounts need to be increased, and if so, by how much?**

As you may be aware, the City of Winnipeg currently faces a \$7.4 billion infrastructure deficit, and funding for many significant capital projects must be discussed and prioritized in that context. The three funding categories provided are a subject of significant debate during every capital budget process, as many councillors – including myself – believe that additional funding should be provided for these important initiatives.

During my term as Mayor, I have been a champion for active transportation initiatives, and I will lobby for additional funding to be included in these three categories during the City's upcoming 2011 capital budget process.

**3. The province provides funding to the city for recreational walkways and bike paths. Would you like to see the city match provincial funding for these walkways and paths dollar for dollar?**

The City appreciates the contribution the Province of Manitoba has made to recreational walkways and bike paths. However, limiting the analysis solely to this one category of funding does not give the complete picture.

If you look at funding for the three categories that you have identified in your previous question, plus one additional category – regional sidewalk and curb renewals – the City of Winnipeg has provided \$14.2 million from the period 2007-2010, while the Province of Manitoba has contributed \$10.5 million during the same period, and the federal government has contributed \$6.8 million.

As you can see, the City of Winnipeg has exceeded the contributions of the other levels of government in these categories, and will continue to ensure that the City provides adequate funding for these important initiatives.

**4. In past years, the city has allowed only one year for public consultations, design and construction of new active transportation projects. Would you support changing this to a two-year process with public consultation, conceptual design and budgeting taking place in the first year, and construction taking place in the following year?**

As we have seen recently with active transportation projects across the city, our citizens want to be engaged and consulted about local traffic issues that impact their neighbourhoods.

I certainly believe that the City's current consultation process needs to be evaluated, and a more comprehensive system of informing, educating and engaging our citizens needs to be implemented.

A two year process is certainly something to strive for; however, practical realities of construction seasons, as well as deadlines imposed by other levels of government, may dictate that a two year process is not realistic for every active transportation project.

**5. Given the car-oriented design and history of Winnipeg, do you agree that the city needs programs to encourage and educate citizens concerning how to safely travel by bicycle within the city? Would you include funding for cyclist safety education in the city's operating budget?**

The City of Winnipeg does currently allocate a small portion of active transportation funding (i.e. \$85,000 in 2009) towards promotion of cycling, including funding for events such as the Commuter Challenge, Bike to Work Day, and International Trails Day, as well as producing a cycling map and doing website design. I would be pleased to work with Bike to the Future to reallocate some of this promotional funding towards cyclist safety education.

**6. Within your 4 year term, will you support the completion of Phase II of the Southwest Rapid Transit Corridor, including an AT pathway that crosses Pembina, and then follows the busway north to Bison Drive?**

As you may know, under my leadership, the City is currently in the process of completing Phase 1 of the Southwest Rapid Transit Corridor, which provides both a dedicated bus lane that runs from the Queen Elizabeth Parkway to Jubilee Avenue and a dedicated active transportation path. However, I believe that –rather than proceeding with Phase II of the Southwest Rapid Transit Corridor as BRT – light rail transit must be implemented in Winnipeg in order to ensure that we are a visionary city that is planning for the future. Light rail transit has many advantages over bus rapid transit, including its superior ability to foster transit-oriented development, its use of environmentally-friendly hydro-electric power, and its ability to attract greater ridership than the equivalent bus service.

I want to emphasize that a choice to proceed with light rail transit does NOT mean that there will be no dedicated active transportation path from Jubilee Avenue to the University of Manitoba. – we CAN and WILL do both.

The City of Winnipeg receives infrastructure funding from the federal and provincial governments through a program called Building Canada. On April 28 of this year, Council adopted 11 projects as priorities for this intergovernmental funding, and I am pleased to tell you that one of those projects is the extension of the Pembina Highway active transportation network from Jubilee Avenue to the University of Manitoba, along with a transit hub at the University of Manitoba. I look forward to working with the other levels of government to make this exciting project a reality.

**7. Are there specific active transportation projects or needs that you consider a priority within your ward (*for council candidates*) or within the city (*for mayoral candidates*)?**

As mentioned above, one Council-adopted priority for active transportation is the extension of the Pembina Highway active transportation network from Jubilee Avenue to the University of Manitoba. I will be working with the other levels of government to negotiate Building Canada funding to ensure this important initiative comes to fruition.

In addition, I believe it is important that the City proceed with the priorities shown in the Active Transportation Network map, as more specifically outlined in the Action Plans approved every year by the Standing Policy Committee on Infrastructure Renewal and Public Works. Especially critical is the ability to complete linkages between different trails and pathways, to ensure connectivity throughout the city. It is also critical that the City continues to address the needs of commuter cyclists when planning new infrastructure projects or doing reconstruction projects on existing infrastructure, like the City is currently doing through the incorporation of active transportation elements into major projects such as the Disraeli Bridge rehabilitation and the Chief Peguis Trail extension from Henderson Highway to Lagimodiere Boulevard.

Again, thank you for requesting my comments on these important issues and I would like to remind all Bike to the Future members that I may be reached for further discussion or information at any time at the Reelect Sam Katz Campaign Office at 774-9898.

**8. Do you have any other comments regarding cycling or active transportation in Winnipeg?**

**Judy Wasylycia-Leis 777-5839**

[www.judyformayor.ca](http://www.judyformayor.ca)

**1. Do you believe that the current cycling network provides the citizens of our city with adequate options for traveling safely by bicycle?**

We've made a good start, but we've got a fair way to go. Thanks to the advocacy efforts of citizens' groups like Bike to the Future, we've now made some important strides forward. Still, we remain far behind other cities when it comes to building an integrated network that provides safe commuter and recreational cycling options. I am committed to ramping up efforts toward making commuter and recreational cycling safer and more accessible in our city.

**2. Currently, the City of Winnipeg 2011 Capital Budget forecasts \$250,000 for New Regional Sidewalks, \$1 million for Recreational Walkways and Bike Paths, and \$500,000 for Active Transportation Corridors. Do you think these amounts need to be increased, and if so, by how much?**

These amounts do need to be increased. By how much is predicated on how much we can in turn leverage from other levels of government, but it's clear that investing in active transportation pays considerable dividends to our city. There are significant long-term savings and tremendous social benefits to increasing active-transportation options. Investing in active transportation is an investment in the health and well-being of our neighbourhoods, and that saves money in the long turn. We also know that communities that are filled with people on bike and on foot are ultimately safer communities, so it's clear that the return on investing in active transportation is significant.

**3. The province provides funding to the city for recreational walkways and bike paths. Would you like to see the city match provincial funding for these walkways and paths dollar for dollar?**

I strongly believe in developing a strong partnership with the Province of Manitoba in general. I am absolutely committed to matching-funds programming to strengthen our cycling and pedestrian-oriented infrastructure.

**4. In past years, the city has allowed only one year for public consultations, design and construction of new active transportation projects. Would you support changing this to a two-year process with public consultation, conceptual design and budgeting taking place in the first year, and construction taking place in the following year?**

It's an idea we need to look at. We've seen a marked decline in 'smart' planning at City Hall and I've heard concerns raised around public consultations in general throughout the campaign. I feel very strongly that active-transportation projects are so very vital to the future of our city, and it's essential that we maximize the public buy-in of projects like these. Strengthening the consultative process is at the heart of this process.

**5. Given the car-oriented design and history of Winnipeg, do you agree that the city needs programs to encourage and educate citizens concerning how to safely travel by bicycle within the city? Would you include funding for cyclist safety education in the city's operating budget?**

I agree fully. If we want to encourage more of our citizens to consider cycling as a viable commuting option, we need to ensure our citizens have the knowledge they need to travel safely. Everyone has the right to feel both comfortable and safe when they're travelling in our city. My 21-year-old son Joe came home two weeks ago telling me that he'd had an "exchange of words" with a driver while he was coming home on his bike. Education programs can reduce altercations like these and ensure that citizens can share our streets safely.

**6. Within your 4 year term, will you support the completion of Phase II of the Southwest Rapid Transit Corridor, including an AT pathway that crosses Pembina, and then follows the busway north to Bison Drive?**

Since early in this campaign, I have been very clear about my commitment to ensuring the first leg of the bus rapid transit system is completed and operational within my first term, with the construction of the second line well underway.

**7. Are there specific active transportation projects or needs that you consider a priority within your ward (*for council candidates*) or within the city (*for mayoral candidates*)?**

You know, I've heard a tremendous response during this campaign from residents in Transcona in particular about expanded AT options, but it's something I hear from people across our city. I think more and more people equate active transportation with community vibrancy, which only propels public support for more AT projects. Expanding active transportation is about building a connected, vibrant 21st-century city. It's exciting. We just need to keep moving forward and keep building the momentum.

**8. Do you have any other comments regarding cycling or active transportation in Winnipeg?**

# Office of Councillor

## ASSINIBOIA COMMUNITY

### CHARLESWOOD - TUXEDO WARD

**Livio Ciaralli 415-3796 / 951-7827**

[www.votelivio.com](http://www.votelivio.com)

1. Do you believe that the current cycling network provides the citizens of our city with adequate options for traveling safely by bicycle?

No

2. Currently, the City of Winnipeg 2011 Capital Budget forecasts \$250,000 for New Regional Sidewalks, \$1 million for Recreational Walkways and Bike Paths, and \$500,000 for Active Transportation Corridors. Do you think these amounts need to be increased, and if so, by how much?

Adequate until we figure out how to separate cars from vehicles. Also, the network can be better addressed once a Funding Formula is secured which allows our planners to have the funds to properly build roadways that include proper cycling paths.

3. The province provides funding to the city for recreational walkways and bike paths. Would you like to see the city match provincial funding for these walkways and paths dollar for dollar?

I would like for funding to come to Winnipeg with no strings attached. once the funds are at the City we can then distribute to programs we as Citizens deem important to our City

4. In past years, the city has allowed only one year for public consultations, design and construction of new active transportation projects. Would you support changing this to a two-year process with public consultation, conceptual design and budgeting taking place in the first year, and construction taking place in the following year?

I would like to see the Bike system be an integral part of any road builds going forward. Of course we always go back to the Funding Formula and Constitution to allow this to happen properly.

5. Given the car-oriented design and history of Winnipeg, do you agree that the city needs programs to encourage and educate citizens concerning how to safely travel by bicycle within the city? Would you include funding for cyclist safety education in the city's operating budget?

Not necessarily now. But when the Bike System is properly defined and built, of course maps and routing would be made available to the public including discussion with the business community on providing amenities so cyclists could refresh themselves after a bike commute to work.

6. Within your 4 year term, will you support the completion of Phase II of the Southwest Rapid Transit Corridor, including an AT pathway that crosses Pembina, and then follows the busway north to Bison Drive?

If its part of the Plan, yes.

7. Are there specific active transportation projects or needs that you consider a priority within your ward (*for council candidates*) or within the city (*for mayoral candidates*)?

I have signaled the Harte Trail Association that they would have the funding required to resurface the entire 6.5 Km of the trail and make the Trail part of the City Maintenance Program.

**8. Do you have any other comments regarding cycling or active transportation in Winnipeg?**

I will be using my bike and Transit to get to work at City Hall. As a Councillor it is important that I try and Set an Example by using these systems. I will also try this in winter and make my experiences open to the public.

**Jarret Hannah 954-3695**

[www.votehannah.com](http://www.votehannah.com)

No written response received

**Paula Havixbeck 235-1511 / 299-6932**

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No written response received

**Wendy Lenton 889-9288**

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No written response received

**Timothy Martin 885-4935 / 885-4643**

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No written response received

**Steve Szego 832-1166 / 292-7456**

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No written response received

**Dashi Zargani 489-4201 / 801-8912**

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No written response received

## **ST. CHARLES WARD**

### **Shawn Dobson 227-2308**

No written response received

### **Lloyd Finlay 885-7349 / 793-8879**

No written response received

### **Grant Nordman 888-7735**

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No written response received

## **ST. JAMES - BROOKLANDS WARD**

### **Deanne Crothers 889-0418**

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1. Do you believe that the current cycling network provides the citizens of our city with adequate options for traveling safely by bicycle?

No, I don't.

2. Currently, the City of Winnipeg 2011 Capital Budget forecasts \$250,000 for New Regional Sidewalks, \$1 million for Recreational Walkways and Bike Paths, and \$500,000 for Active Transportation Corridors. Do you think these amounts need to be increased, and if so, by how much?

Yes, they likely should, but until I have the opportunity to consult with the public to determine where more work should be done, it is very difficult for me to attach a dollar amount to this.

3. The province provides funding to the city for recreational walkways and bike paths. Would you like to see the city match provincial funding for these walkways and paths dollar for dollar?

This seems like a fair expectation; however, with the current state of infrastructure in the city and the amount of money it will take to address this, we may have to aspire to this goal down the road.

4. In past years, the city has allowed only one year for public consultations, design and construction of new active transportation projects. Would you support changing this to a two-year process with public consultation, conceptual design and budgeting taking place in the first year, and construction taking place in the following year?

I think this is a fantastic idea. This implies that the city would start knowing what it is going to be doing two years ahead of time, and in general, it would be wise for the city to start working that way, (even better if they were planning 4 or 5 years down the road).

**5. Given the car-oriented design and history of Winnipeg, do you agree that the city needs programs to encourage and educate citizens concerning how to safely travel by bicycle within the city? Would you include funding for cyclist safety education in the city's operating budget?**

Hmm, perhaps there should also be a campaign to educate people how to safely drive around bicyclists! If this was a way to reach more people about how beneficial it is to ride throughout the city, perhaps, but I suspect it might be a case of preaching to the converted for those who are already riding on the city's streets.

**6. Within your 4 year term, will you support the completion of Phase II of the Southwest Rapid Transit Corridor, including an AT pathway that crosses Pembina, and then follows the busway north to Bison Drive?**

I would like to see the city finish what has been started. The city has spent a great deal of money studying rapid transit, coming up with a plan and has implemented part of this plan. It would be very unfortunate if the city did not complete the next phase, when it has come this far.

**7. Are there specific active transportation projects or needs that you consider a priority within your ward (*for council candidates*) or within the city (*for mayoral candidates*)?**

Currently there is nothing specific in my ward, but in general I would like to see more opportunities to provide safe path ways for those who are travelling by bike or on foot. If elected, I plan on holding open meetings with ward residents and hope to develop ways to engage the citizens in our communities to hear their ideas and concerns.

**8. Do you have any other comments regarding cycling or active transportation in Winnipeg?**

I think it would be economical and forward thinking for the city to consider creating cycling paths, where appropriate, when it is doing any kind of major road work. If we were to go about this systematically with a clear vision, in 10 years time we would be a city with a vibrant active transportation system.

**Scott Fielding 783-2869 / 272-0452**

[www.scottfielding.ca](http://www.scottfielding.ca)

**1. Do you believe that the current cycling network provides the citizens of our city with adequate options for traveling safely by bicycle?**

Yes.

**2. Currently, the City of Winnipeg 2011 Capital Budget forecasts \$250,000 for New Regional Sidewalks, \$1 million for Recreational Walkways and Bike Paths, and \$500,000 for Active Transportation Corridors. Do you think these amounts need to be increased, and if so, by how much?**

I believe a large investment in 2010 was made and that existing infrastructure such as our roads needs to be improved before more investment is made.

**3. The province provides funding to the city for recreational walkways and bike paths. Would you like to see the city match provincial funding for these walkways and paths dollar for dollar?**

I believe the City has been very supportive of our walkways and bike paths. I believe there are many private partners that are willing to invest in active transportation.

**4. In past years, the city has allowed only one year for public consultations, design and construction of new active transportation projects. Would you support changing this to a two-year process with public consultation, conceptual design and budgeting taking place in the first year, and construction taking place in the following year?**

Yes.

**5. Given the car-oriented design and history of Winnipeg, do you agree that the city needs programs to encourage and educate citizens concerning how to safely travel by bicycle within the city? Would you include funding for cyclist safety education in the city's operating budget?**

Yes I believe public education for roundabouts is needed. Any further investments should be towards upgrades of existing pathways or new trails as opposed to education.

**6. Within your 4 year term, will you support the completion of Phase II of the Southwest Rapid Transit Corridor, including an AT pathway that crosses Pembina, and then follows the busway north to Bison Drive?**

No. I did not support or vote for BRT from the beginning. I believe there are better alternatives like LRT.

**7. Are there specific active transportation projects or needs that you consider a priority within your ward (*for council candidates*) or within the city (*for mayoral candidates*)?**

In the St. James-Brooklands ward alone, 8 new km's of bike and walking trails have been constructed. These projects were a priority for me and I am happy they are completed.

**8. Do you have any other comments regarding cycling or active transportation in Winnipeg?**

## **Fred Morris 795-1583**

**1. Do you believe that the current cycling network provides the citizens of our city with adequate options for traveling safely by bicycle?**

We need more properly planned bikeways. We must consult area residents. Proceeding without proper consultation does not work.

**2. Currently, the City of Winnipeg 2011 Capital Budget forecasts \$250,000 for New Regional Sidewalks, \$1 million for Recreational Walkways and Bike Paths, and \$500,000 for Active Transportation Corridors. Do you think these amounts need to be increased, and if so, by how much?**

We need have proper consultations in order to make some very difficult decisions about repairing our infrastructure. Cost sharing between govt includes many difficult issues.

3. The province provides funding to the city for recreational walkways and bike paths. Would you like to see the city match provincial funding for these walkways and paths dollar for dollar?

It should be annually reviewed at budget time.

4. In past years, the city has allowed only one year for public consultations, design and construction of new active transportation projects. Would you support changing this to a two-year process with public consultation, conceptual design and budgeting taking place in the first year, and construction taking place in the following year?

We need at least 2 years. Each project should be dealt with individually.

5. Given the car-oriented design and history of Winnipeg, do you agree that the city needs programs to encourage and educate citizens concerning how to safely travel by bicycle within the city? Would you include funding for cyclist safety education in the city's operating budget?

We must figure out which govt is responsible for this important program in order to avoid duplication. This program could probably be handled by MPIC.

6. Within your 4 year term, will you support the completion of Phase II of the Southwest Rapid Transit Corridor, including an AT pathway that crosses Pembina, and then follows the busway north to Bison Drive?

I support the completion of the planned BRT to the U of M. We should review the AT pathway to ensure that we do not have problems like Argue Street.

7. Are there specific active transportation projects or needs that you consider a priority within your ward (*for council candidates*) or within the city (*for mayoral candidates*)?

The Berry Street Bikeway will not work. Where are the bike counts that support the need for a North South Bikeway in St. James?

**8. Do you have any other comments regarding cycling or active transportation in Winnipeg?**

We need to deal with each project separately. Better Consultation needed? We should consult truckers, couriers, and bus drivers.

## **CITY CENTRE COMMUNITY**

### ***DANIEL MCINTYRE WARD***

#### **Keith Bellamy 963-6310**

[www.keithbellamy.ca](http://www.keithbellamy.ca)

No written response received

#### **John Cardoso 957-1966 / 338-3888**

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No written response received

#### **Cindy Gilroy-Price 781-6230**

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No written response received

#### **Harvey Smith 289-1843**

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No written response received

#### **Lito Taruc 895-4600**

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No written response received

### ***FORT ROUGE - EAST FORT GARRY WARD***

#### **Jenny Gerbasi 475-2159**

[www.voteforjenny.ca](http://www.voteforjenny.ca)

1. Do you believe that the current cycling network provides the citizens of our city with adequate options for traveling safely by bicycle?

It is getting much better but there is more to do.

2. Currently, the City of Winnipeg 2011 Capital Budget forecasts \$250,000 for New Regional Sidewalks, \$1 million for Recreational Walkways and Bike Paths, and \$500,000 for Active Transportation Corridors. Do you think these amounts need to be increased, and if so, by how much?

I do not want to commit to specific numbers until we review the capital budget. However I have strongly advocated in past budgets for more funding for sidewalks and active transportation...particularly commuter cycling.

3. The province provides funding to the city for recreational walkways and bike paths. Would you like to see the city match provincial funding for these walkways and paths dollar for dollar?

Depends on what the projects are and whether they should be a priority.

4. In past years, the city has allowed only one year for public consultations, design and construction of new active transportation projects. Would you support changing this to a two-year process with public consultation, conceptual design and budgeting taking place in the first year, and construction taking place in the following year?

Yes as long as we don't have to do nothing for the first year.

5. Given the car-oriented design and history of Winnipeg, do you agree that the city needs programs to encourage and educate citizens concerning how to safely travel by bicycle within the city? Would you include funding for cyclist safety education in the city's operating budget?

Yes. We should also partner with MPI and perhaps others on this.

6. Within your 4 year term, will you support the completion of Phase II of the Southwest Rapid Transit Corridor, including an AT pathway that crosses Pembina, and then follows the busway north to Bison Drive?

Absolutely

7. Are there specific active transportation projects or needs that you consider a priority within your ward (*for council candidates*) or within the city (*for mayoral candidates*)?

Improvements to the Osborne Bridge and to Osborne Street between River Avenue and Broadway. A bike lane on Wellington Crescent between Grosvenor and Academy. Dealing with the South Osborne Underpass "gap"

**8. Do you have any other comments regarding cycling or active transportation in Winnipeg?**

It is great that Active Transportation has received significant support from council largely due to the lobbying efforts of groups such as Bike to the Future. What needs to happen going forward is that Public Transit should be part of an integrated approach to transportation that includes active transportation. For example, rather than complete the rapid transit corridor to the U of M...council is funding a "piece" of bike path on Pembina Hwy.

**Shane Nestruck 474-2588 / 510-8828**

[www.electnestruck2010.com](http://www.electnestruck2010.com)

1. Do you believe that the current cycling network provides the citizens of our city with adequate options for traveling safely by bicycle?

NO! But my views on this are entirely different from Bike to the Future's. Read my other answers for more.

**2. Currently, the City of Winnipeg 2011 Capital Budget forecasts \$250,000 for New Regional Sidewalks, \$1 million for Recreational Walkways and Bike Paths, and \$500,000 for Active Transportation Corridors. Do you think these amounts need to be increased, and if so, by how much?**

Before the city continues with its transparent effort to "get the bikes off my roads" with this building of often unnecessary bike paths and its even more often ill-advised "traffic calming" ideas, there needs to be an education of both bicyclists and motorists about THE RIGHTS OF BIKES ON THE EXISTING ROADS!.

The Provincial Legislation needs to be clarified and made MUCH MORE concrete... The present law is that bikes must ride as close to the right hand curb as "practicable"... a TOTALLY useless word! What it should say, OR WE NEED A JUDICIAL OPINION SUPPORTING THIS CONCEPT, is that bikes can and should ride on the right hand side of the right traffic lane.... Even more specifically it could say that would be where the right tires of motor vehicles normally roll. THIS is very important! Riding 'in the gutter' entices motorists to pass when they do not have room, and the bicyclist looks and is acting like they do not belong on the road. Both are highly negative in their results.

THEN there needs to be ENFORCEMENT of the rules of the road, for both motorists and bicyclists. It is impossible to demand respect from motorists if you are not being respectful of the rules of the road.

N.B. It is impossible to build bike paths everywhere! It is therefore absolutely necessary, if one is to use a bike at all, to establish the rights of bikes and give them protection from the 'idiots' on the road.

Then and only then should bike paths be discussed and then only where they will be beneficial to all.

Talking about money is missing the point.

FIRST we need to discuss and enforce the rights of bicyclists to negotiate the streets of this city.

**3. The province provides funding to the city for recreational walkways and bike paths. Would you like to see the city match provincial funding for these walkways and paths dollar for dollar?**

The conversation should be about bicyclists who wish to use their bikes for transportation. Recreational use is easy because the recreational bicyclist can choose where they will bicycle... not so with commuters and those travelling by bike to pre-determined locations.

**4. In past years, the city has allowed only one year for public consultations, design and construction of new active transportation projects. Would you support changing this to a two-year process with public consultation, conceptual design and budgeting taking place in the first year, and construction taking place in the following year?**

There has been NOTHING resembling public consultation in Winnipeg. Anyone who thinks so does not understand the word 'consultation'. The 'charettes' the city calls 'consultation' are CHARADES of public consultation, manipulative and cynical. "The City of Winnipeg has an almost pathological distrust of Public Consultation".... the words of friend and a very astute witness to much of this city's interactions with the public.

**5. Given the car-oriented design and history of Winnipeg, do you agree that the city needs programs to encourage and educate citizens concerning how to safely travel by bicycle within the city? Would you include funding for cyclist safety education in the city's operating budget?**

Much of this city's streets were designed when horses, wagons and bicyclists outnumbered cars! This question should refer to the fact that Winnipeg has a 'car culture' that has become offensive to other means of transportation. The design of the streets is not pertinent.

My previous answers suggest that education is a most important key to changing that 'car culture' into a modern urban transportation culture.

**6. Within your 4 year term, will you support the completion of Phase II of the Southwest Rapid Transit Corridor, including an AT pathway that crosses Pembina, and then follows the busway north to Bison Drive?**

You must mean "SOUTH" to Bison Drive! I can't answer this question because it includes in it too many things that need to be asked separately. WHY did you include the AT pathway with the phase 2 busway? Why to Bison Drive when there is a better route on the east side of Pembina along the river from Chevrier\* on southward (\* the end of Riveria Dr.)... and "crossing" Pembina Where??

**7. Are there specific active transportation projects or needs that you consider a priority within your ward (*for council candidates*) or within the city (*for mayoral candidates*)?**

There exists a trail behind the apartment buildings on Pembina at the very bottom of the Ft. Rouge - E. Ft. Garry ward at the end of Riveria Dr. THIS should have been the first priority for a bike path in the south end of the City! With a tiny amount of the money expended along Assiniboine there could have been built a bike path to the park that parallels the Red River all the way south to Darcy Dr, south of Bishop Grandin. and toward the university.

THIS is a place, paralleling the most dangerous part of Pembina, with little conflict with the public, in a place where it is reasonable to expect a good number of bicyclists and where it would be easy to negotiate right-of-way across private land, that Winnipeg could have built a very fine and useful bike path. Everyone should ask why this was not done and why so many projects were so poorly planned and instigated that in effect have seriously damaged the rights and needs of bicyclists in this city!

**8. Do you have any other comments regarding cycling or active transportation in Winnipeg?**

I'm a lifetime bicyclist. I was a Bike activist in Montreal in the '70s when Montreal was a 'car culture' city very abusive of the rights of bicyclists. That city has changed but NOT by aggravating motorists and other citizens but by INTELLIGENT and well planned projects and ideas. Winnipeg bicyclists will suffer a great deal of pain as a result of the ill-advised, poorly understood and down right over-zealous approach of this last summer.

I will point out that the 'serious' bicyclists I know all agree that many of the projects this summer have been irrational and counter-productive. To quote Elizabeth May (leader of the Green Party of Can.) "You cannot punish people out of their cars."

P.S. ONE of the real objectives of a bike path is to provide a more direct and shorter route for bicyclists. I took Kevin Nixon around the Lord Roberts area and showed him the ideal route for a bike path ... a straight line from the Jubilee overpass to the Osborne underpass... through trees, saving those trees as part of a linear park. After the BOONDOGGLE in Lord Roberts, where the city constructed a so-called bike path that meandered through the community etc etc.

N.B. The 'Argue Street Bicycle Facilities Community Report' paid for by YOU the taxpayer, came to the conclusion that the Lord Roberts Bike Path along Argue was a complete failure and abomination (in slightly politer terms) AND then the new proposal has chosen half of the route I suggested and then again continues meandering through the community.

THERE is no intelligence behind the recent bike path plans in this city. Hate me if you like, but I've bicycled in more cities than you can count and in quite a few places around the world.

Being "Pro Bike" in Winnipeg has become an embarrassment over the last year or so!

### **Ian Rabb 414-9499**

[www.ianrabb.com](http://www.ianrabb.com)

I would like to thank Bike to the Future and recognize you for your work in promoting cycling and active transportation.

I agree that active transportation is a critical issue. As I am sure you can understand, I am receiving countless requests for surveys. Right now my efforts are being spent at the doors talking to voters and listening to their concerns and issues.

I look forward to meeting with you after the election and discussing your concerns.

### ***RIVER HEIGHTS - FORT GARRY WARD***

### **Michael Kowalson 414-9414**

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No written response received

### **John Orlikow 453-1818**

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No written response received

## **EAST KILDONAN - TRANSCONA COMMUNITY**

### ***ELMWOOD - EAST KILDONAN WARD***

#### **Rod Giesbrecht 661-5984**

No written response received

#### **Shaneen Robinson 799-8735**

[www.shaneenrobinson.ca](http://www.shaneenrobinson.ca)

No written response received

#### **Nelson Sanderson 654-0291 / 282-9876**

No written response received

#### **Thomas Steen 414-9041**

No written response received

#### **Gordon Warren 415-6763**

<http://gordonwarren.blogspot.com>

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No written response received

### ***NORTH KILDONAN WARD***

#### **Jeff Browaty 663-4157**

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No written response received

#### **Brian Olynik 661-6440 / 415-5898**

[www.brianolynik.ca](http://www.brianolynik.ca)

1. Do you believe that the current cycling network provides the citizens of our city with adequate options for traveling safely by bicycle?

No

2. Currently, the City of Winnipeg 2011 Capital Budget forecasts \$250,000 for New Regional Sidewalks, \$1 million for Recreational Walkways and Bike Paths, and \$500,000 for Active Transportation Corridors. Do you think these amounts need to be increased, and if so, by how much?

It is hard to answer without knowing all of the details.

3. The province provides funding to the city for recreational walkways and bike paths. Would you like to see the city match provincial funding for these walkways and paths dollar for dollar?

Same answer as 2.

4. In past years, the city has allowed only one year for public consultations, design and construction of new active transportation projects. Would you support changing this to a two-year process with public consultation, conceptual design and budgeting taking place in the first year, and construction taking place in the following year?

Yes.

5. Given the car-oriented design and history of Winnipeg, do you agree that the city needs programs to encourage and educate citizens concerning how to safely travel by bicycle within the city? Would you include funding for cyclist safety education in the city's operating budget?

Yes

6. Within your 4 year term, will you support the completion of Phase II of the Southwest Rapid Transit Corridor, including an AT pathway that crosses Pembina, and then follows the busway north to Bison Drive?

Same answer as 2.

7. Are there specific active transportation projects or needs that you consider a priority within your ward (*for council candidates*) or within the city (*for mayoral candidates*)?

Yes

**8. Do you have any other comments regarding cycling or active transportation in Winnipeg?**

I find this area very interesting! If I am successful I will research this topic in more detail.

Wendy Pasaluko-Plas 471-5375

[wpasaluko@hotmail.ca](mailto:wpasaluko@hotmail.ca)

No written response received

### **TRANSCONA WARD**

**Vlad Kowalyk 224-3792 / 292-2159**

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No written response received

**Russ Wyatt 222-2930 / 222-0314 / 222-5967**

[www.russwyatt.com](http://www.russwyatt.com)

No written response received

## **LORD SELKIRK - WEST KILDONAN COMMUNITY**

### ***MYNARSKI WARD***

**Ross Eadie 963-8683**

[www.rosseadie.ca](http://www.rosseadie.ca)

No written response received

**Greg Littlejohn 802-8528**

[www.greglittlejohn.ca](http://www.greglittlejohn.ca)

No written response received

**Jenny Motkaluk 221-9238 / 880-9605**

[www.jennyforcouncil.com](http://www.jennyforcouncil.com)

No written response received

**Trevor Mueller 582-4137 / 589-1714**

<http://trevormueller.weebly.com>

**1. Do you believe that the current cycling network provides the citizens of our city with adequate options for traveling safely by bicycle?**

The network appears thorough in all areas however in the north end especially I do question the location of some of the routes and potential safety hazards, not just from vehicles but from criminal elements.

**2. Currently, the City of Winnipeg 2011 Capital Budget forecasts \$250,000 for New Regional Sidewalks, \$1 million for Recreational Walkways and Bike Paths, and \$500,000 for Active Transportation Corridors. Do you think these amounts need to be increased, and if so, by how much?**

More money or rebalancing is needed. There are many areas of the city with crumbling sidewalks, deteriorated and both heaved and sunk. I don't think the budget amounts are sufficient given the quantity of repairs needed along with the want to capture citizens in new healthier activities.

**3. The province provides funding to the city for recreational walkways and bike paths. Would you like to see the city match provincial funding for these walkways and paths dollar for dollar?**

The city has to be watchful in how it manages it's finances. Dollar for dollar spending should only occur for high priority/special projects.

**4. In past years, the city has allowed only one year for public consultations, design and construction of new active transportation projects. Would you support changing this to a two-year process with public consultation, conceptual design and budgeting taking place in the first year, and construction taking place in the following year?**

Some projects appear to be pushed along too fast before proper consultation as seen this year. A longer process is needed to bring out the concerns of the citizens.

5. Given the car-oriented design and history of Winnipeg, do you agree that the city needs programs to encourage and educate citizens concerning how to safely travel by bicycle within the city? Would you include funding for cyclist safety education in the city's operating budget?

Absolutely, education is needed now; the city may provide some funding in conjunction possibly with the province and MPIC.

6. Within your 4 year term, will you support the completion of Phase II of the Southwest Rapid Transit Corridor, including an AT pathway that crosses Pembina, and then follows the busway north to Bison Drive?

At this time we have to decide on what type of rapid transit will be used however any chance to implement AT pathways in new city developments would be fully supported.

7. Are there specific active transportation projects or needs that you consider a priority within your ward (*for council candidates*) or within the city (*for mayoral candidates*)?

Residents of the north end want an opportunity to efficiently cycle / commute into the downtown core however existing routes bog down in crossing the bridges/CPR tracks and there are safety concerns on the Powers St. route.

**8. Do you have any other comments regarding cycling or active transportation in Winnipeg?**

Education on safe cycling is needed, especially on the use of reflective and illumination gear. There are growing numbers of night time cyclists and many are doing it in unsafe ways both for them and motorists. In general many citizens consider commuting via cycling on the roadways is too dangerous within the city. Perceptions will have to change.

**John Petrinka 589-3697**

No written response received.

**David Polsky 415-6905**

[www.davidpolsky.ca](http://www.davidpolsky.ca)

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No written response received

## **OLD KILDONAN WARD**

### **Robert Chennells 612-2245**

[www.robertchennells.ca](http://www.robertchennells.ca)

[info@robertchennells.ca](mailto:info@robertchennells.ca)

No written response received

### **Casey Jones 339-2340 / 794-8602**

[www.caseyjones.ca](http://www.caseyjones.ca)

No written response received

### **Devi Sharma 339-9202**

[www.votesharma.ca](http://www.votesharma.ca)

No written response received

## **POINT DOUGLAS WARD**

### **Herman Holla 957-0337**

No written response received.

### **Dean Koshelanyk 269-3071**

[deankoshelanyk@shaw.ca](mailto:deankoshelanyk@shaw.ca)

<http://tinyurl.com/Dean4Winnipeg>

1. Do you believe that the current cycling network provides the citizens of our city with adequate options for traveling safely by bicycle?

No, anyone that believes that cyclist and cars can safely mix on our busier streets is living in a dream world.

2. Currently, the City of Winnipeg 2011 Capital Budget forecasts \$250,000 for New Regional Sidewalks, \$1 million for Recreational Walkways and Bike Paths, and \$500,000 for Active Transportation Corridors. Do you think these amounts need to be increased, and if so, by how much?

No, these values seem about right.

3. The province provides funding to the city for recreational walkways and bike paths. Would you like to see the city match provincial funding for these walkways and paths dollar for dollar?

The city has the least amount of money available over all government bodies. Our share should never be 1 for 1.

4. In past years, the city has allowed only one year for public consultations, design and construction of new active transportation projects. Would you support changing this to a two-year process with public consultation, conceptual design and budgeting taking place in the first year, and construction taking place in the following year?

One year for such projects is inadequate and dangerous.

5. Given the car-oriented design and history of Winnipeg, do you agree that the city needs programs to encourage and educate citizens concerning how to safely travel by bicycle within the city?

Yes

Would you include funding for cyclist safety education in the city's operating budget?

No, funding for this should come directly from MPI or other provincial bodies.

6. Within your 4 year term, will you support the completion of Phase II of the Southwest Rapid Transit Corridor, including an AT pathway that crosses Pembina, and then follows the busway north to Bison Drive?

First, let's be clear. RAPID transit will not exist in our city for quite some time. As it stands it takes less then 25 minutes to travel the area served by the phase I and phase II corridors. Rapid transit in other cities involves taking a 1-2 hour commute and compressing it to the 20-30 minutes we already have.

An AT pathway from downtown to the U of M area would be a good investment and is all the "rapid" transit corridor ever should have been. Far more significant steps up in mass transit could have been achieved citywide by spending the money spent on the corridor so far on ideas like synchronizing lights, adding bus priority signals, using articulating buses for greater capacity, adding new bus routes (especially an inner ring road express route) and other such ideas.

7. Are there specific active transportation projects or needs that you consider a priority within your ward (*for council candidates*) or within the city (*for mayoral candidates*)?

Unfortunately in our area, as it is already developed significantly there is little room to add decent and safer AT routes, so at this time I do not have any priorities.

8. Do you have any other comments regarding cycling or active transportation in Winnipeg?

No

## **Mike Pagtakhon 470-9797 / 227-7070**

1. Do you believe that the current cycling network provides the citizens of our city with adequate options for traveling safely by bicycle?

Firstly, the City is starting to build cycling network that is evident on Princess, Hargrave, Bannatyne and in neighbourhoods across the City. The recent construction of bikeways and re-orienting streets to facilitate bike traffic with traffic circles and exclusive boulevard entranceways for bicycles has started to create the foundations of safe bicycling along those routes. However more needs to be done to increase bicycle traveling safety. It would be ideal in my opinion to have separate dedicated bikeways as part of our street system in Winnipeg. If this were the case, even an 8 year old child would be able to bike safely on our streets! I am prepared to advocate for this to ensure that the future of bicycling happens today in our City.

**2. Currently, the City of Winnipeg 2011 Capital Budget forecasts \$250,000 for New Regional Sidewalks, \$1 million for Recreational Walkways and Bike Paths, and \$500,000 for Active Transportation Corridors. Do you think these amounts need to be increased, and if so, by how much?**

As Active Transportation corridors receive a relatively low level of wear and tear from bicycle traffic, investing in these corridors not only makes sense, but is economical, and sustainable. And quite simply the more extensive the network, the more relevant the network becomes and in turn is more widely used by the citizens of our city. Instead of thinking in dollars, I would rather think in kilometers. I'm pulling a number out of the air, but I think building 5kms of AT corridors a year is a fair baseline to establish. And for those 5kms, we need to start thinking that the standard of design ought to be separate bikeways so that children could feel safe utilizing those bikeways. So what I'm saying is that we need to first establish a design standard to work towards, and to build a minimum of "x" of those per year, and cost out what it would take to do that, and that would be the dollar figure that should be in our budget. Clearly it would be more than \$500k/year.

**3. The province provides funding to the city for recreational walkways and bike paths. Would you like to see the city match provincial funding for these walkways and paths dollar for dollar?**

All of the major parks, Kildonan, St. Vital, Assiniboine, the Forks, Fort Whyte are all bike paths within themselves. All parts of Winnipeg have recreational bike paths. The City needs destination bike infrastructure. Bikeways and bike lanes that take people from their suburban neighbourhoods to downtown, to other parts of the city, and within downtown to all of the major post secondary institutions and shopping hubs. This is where the gap is. There needs to be a redesign of policy where the Province and City are funding "destination bike infrastructure.

**4. In past years, the city has allowed only one year for public consultations, design and construction of new active transportation projects. Would you support changing this to a two-year process with public consultation, conceptual design and budgeting taking place in the first year, and construction taking place in the following year?**

Yes this would be the ideal.

**5. Given the car-oriented design and history of Winnipeg, do you agree that the city needs programs to encourage and educate citizens concerning how to safely travel by bicycle within the city? Would you include funding for cyclist safety education in the city's operating budget?**

I agree that there definitely needs to be more education relative to bicycle safety. Those who need to be educated however, are car drivers. Vehicle licensing is done by the Province of Manitoba, and I strongly support the notion that new drivers be passed only when they pass a series of questions related to bicycle safety.

**6. Within your 4 year term, will you support the completion of Phase II of the Southwest Rapid Transit Corridor, including an AT pathway that crosses Pembina, and then follows the busway north to Bison Drive?**

Yes

**7. Are there specific active transportation projects or needs that you consider a priority within your ward (*for council candidates*) or within the city (*for mayoral candidates*)?**

I envision a dedicated, separate bikeway along the stretch of McPhillips from Leila all the way to Notre Dame. This connectivity is key to keeping Northwest Winnipeg connected.

**8. Do you have any other comments regarding cycling or active transportation in Winnipeg?**

## **RIEL COMMUNITY**

### ***ST. BONIFACE WARD***

#### **Dan Vandal 237-1288**

No written response received

#### **Chris Watt 995-3823**

No written response received

### ***ST. NORBERT WARD***

#### **Louise May 275-6874 / 799-4076**

[www.louisemay.ca](http://www.louisemay.ca)

No written response received

#### **Justin Swandel 488-1930**

[www.swandel.ca](http://www.swandel.ca)

No written response received

### ***ST. VITAL WARD***

#### **Gord Steeves 257-4563**

<http://steeves2010.com>

1. Do you believe that the current cycling network provides the citizens of our city with adequate options for traveling safely by bicycle?

It's never enough of course but much better than it was 4 years ago and likely getting better.

2. Currently, the City of Winnipeg 2011 Capital Budget forecasts \$250,000 for New Regional Sidewalks, \$1 million for Recreational Walkways and Bike Paths, and \$500,000 for Active Transportation Corridors. Do you think these amounts need to be increased, and if so, by how much?

Yes, amount would depend on available funding.

3. The province provides funding to the city for recreational walkways and bike paths. Would you like to see the city match provincial funding for these walkways and paths dollar for dollar?

Yes, within budget constraints.

4. In past years, the city has allowed only one year for public consultations, design and construction of new active transportation projects. Would you support changing this to a two-year process with public consultation, conceptual design and budgeting taking place in the first year, and construction taking place in the following year?

Yes, but sometimes circumstances, like new funding do not allow for that.

5. Given the car-oriented design and history of Winnipeg, do you agree that the city needs programs to encourage and educate citizens concerning how to safely travel by bicycle within the city? Would you include funding for cyclist safety education in the city's operating budget?

Yes, perhaps something works with drivers of cars and bikes on how to coexist

6. Within your 4 year term, will you support the completion of Phase II of the Southwest Rapid Transit Corridor, including an AT pathway that crosses Pembina, and then follows the busway north to Bison Drive?

Yes

7. Are there specific active transportation projects or needs that you consider a priority within your ward (*for council candidates*) or within the city (*for mayoral candidates*)?

Seine river path.

8. Do you have any other comments regarding cycling or active transportation in Winnipeg?

It is increasing. I feel we are going in the right direction.

**Harry Wolbert 889-4793 / 294-6062**

[www.harrywolbertelection2010campaign.blogspot.com](http://www.harrywolbertelection2010campaign.blogspot.com)

No written response received