



SUMMARY Candidate Meetings River Heights – Fort Garry



Bike to the Future and the Winnipeg Trails Association held two separate meetings for members and general community with the candidates running for the position of City Councillor representing the River Heights – Fort Garry constituency. These meetings were held on March 3rd, 2009 with Geoff Currier, and March 4th, 2009 with John Orlikow.

A PowerPoint presentation provided an overview of Active Transportation in Winnipeg and River Heights – Fort Garry Ward. Following the presentation, candidates and attendees discussed Active Transportation in Winnipeg and River-Heights Fort Garry.

A summary of the discussion points follows:

TOPIC of CONVERSATION	Geoff Currier www.geoffcurrier.ca March 3, 2009	John Orlikow www.orlikow.ca March 4, 2009
ACTIVE TRANSPORTATION	He was very clear in stating safety & security (ie: policing) are his priority. No reference in his platform on the Environment or Active Transportation on website. Asked what our definition of Active Transportation was.	His priorities focus on public services including community centres and recreational facilities, improving transit and investing in repairs to our infrastructure. There is a references Environment / Recycling on website but no Active Transportation.
INCREASED FUNDING for AT	When asked whether he is willing to commit to increase funding for active transportation in Winnipeg to match the per capita levels of investment being made by other major urban centres in Canada. He refused to make this commitment.	He is willing to be a voice to advocate on council to increase funding for Active Transportation. Recognizes one person alone cannot move all of council but committed to working with other councillors towards an increase. When asked where the money would come from to increase funding for Active Transportation, he suggested by eliminating studies that the city conducts, which are often shelved.

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2009 CAPITAL BUDGET KNOWLEDGE OF CIVIC BUDGETING PROCESS	<p>He was unaware of what transpired in the 2009 Capital Budget process and did not follow it. He was unaware of how much City spends on capital projects such as roads vs. active transportation.</p> <p>He claimed that he couldn't commit to an increase in funding for active transportation because "I don't have access to the city's budget." (which is found front page on city website)</p>	<p>Mr. Orlikow stated he has a lot to learn about the operations of the city. He claimed his years as a school trustee have provided a good understanding of policy, budgeting and process and would draw on this background to make decisions.</p> <p>He stated he would look to many groups to advise him on issues. He recognized the need to compromise to achieve collaboration on issues.</p>
BIKE OWNERSHIP RIDING TO WORK	<p>Does not own a bike – it was stolen from his garage and indicated bikes were too expensive for him to buy one now.</p> <p>When asked if he would consider riding to work, he flat out said no, because of having to wear a suit and multiple meetings out of office during the course of a day.</p>	<p>Mr. Orlikow owns a few bikes – and wants a new one.</p> <p>Said absolutely, he has many friends who walk downtown to work and was enthusiastically looking to walking or biking to work. Stressed the desire to save money on parking vehicle.</p>
CLIMATE CHANGE ENVIRONMENT	<p>He claimed to have studied this issue extensively and stated "I believe that if we were to take all of the cars in North America off the road tomorrow, it wouldn't have any affect on climate change."</p> <p>He indicated quality of water and then air was important to him environmentally.</p>	<p>Is acutely aware of climate change and its impacts – citing friends who study ice and activities in Arctic. Is astounded that some people still do not believe in climate change and the impact it is having on planet. 'Our actions have a macro effect'.</p> <p>Previously worked at Eco Network in its early years and strongly suggested his environmental ideas were very similar to ours.</p>
DECISIONS MAKING STYLE	<p>Mr. Currier claimed he would not base decisions on a 4 year time frame but over the long term – upwards of 10 years.</p>	<p>Mr. Orlikow claimed he would work as a team with other councillors to move an issue forward. Multiple times he claimed his interest was to represent the needs of River Height's residents.</p>

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INFRASTRUCTURE RELIANCE ON AUTOMOBILE	<p>He promised to make decisions based on a growing city and to plan for a community of a million+ people.</p> <p>Mr. Currier projected a strong 'can't do' attitude when it came to reducing our community's excessive reliance on automobiles. He stated flat out there was little we can do to curb the use of automobiles and that we "need to build the road infrastructure for a community of a million people".</p> <p>He stated in 10 years time, he believed there we would see little reduction in car use and potentially more cars.</p> <p>He repeatedly stated it is cold here 7 months of the year and we need to take this into consideration when discussion active transportation.</p>	<p>Mr. Orlikow stated he believed there is no way the anticipated spending on infrastructure is sustainable.</p> <p>Mr. Orlikow projected a strong need to 'shift the current paradigm' when it came to reducing our community's excessive reliance on automobiles. He stated it is very hard to shift behaviour and societies love of the car & hummer.</p> <p>He stated in 10 years time, he believed there still would be a strong desire by people to own cars.</p> <p>Mr. Orlikow is trying to become a one car family and has this conversation multiple times with his spouse.</p>
COST-BENEFIT ANALYSIS related to EXPANSION OF REGIONAL STREET SYSTEM	<p>In response to a concern that the City of Winnipeg is violating it's own policies by proposing a massive expansion of the regional street system without first doing a cost-benefit analysis, Mr. Currier did indicate that he would work towards changing this practice.</p>	<p>In response to a concern that the City of Winnipeg is violating it's own policies by proposing a massive expansion of the regional street system without first doing a cost-benefit analysis, Mr. Orlikow did indicate that he would work towards changing this practice.</p> <p>Mr. Orlikow expressed amazement that the city was not adhering to it's policies, and reiterated his past experience as a School Trustee and the development and implementation of policies.</p>
IKEA	<p>Mr. Currier stated IKEA was just the beginning of the development in that area and recognized the need to ensure proper transportation planning.</p>	<p>Mr. Orlikow stated IKEA was coming to Winnipeg and the need to ensure the area was well planned for to accommodate traffic, people.</p>

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BUS RAPID TRANSIT & AT CORRIDOR	<p>He questioned the investment in bus rapid transit in terms of the return on investment via increased ridership. It was not clear if he preferred to see the Southwest Bus Rapid Transit Corridor shelved or if he prefers that a much more expensive light rail system be built instead.</p> <p>He did not think an AT corridor wider than 3.5 meters was necessary for commuters and recreational users on the route.</p>	<p>Mr. Orlikow is supportive of alternative forms of transportation such as transit.</p> <p>We did not get into as detailed a conversation on Bus Rapid Transit.</p>
CHILD & YOUTH PLANNING	Did not ask Mr. Currier	Mr. Orlikow would be willing to support policy development that encourages favorable planning for children and youth.