

QUESTIONNAIRE RESPONSE Charleswood – Tuxedo Ward

Grant Nordman

1. Public transit was identified as the most important issue facing Winnipeggers in the 2019 budget consult, followed by active transportation and roadway construction and maintenance. In your opinion, why is public transit deemed the number one priority?
2. If you could give Winnipeg's transit system an overall letter grade, what would it be? What do you feel is holding the current transit system back from getting a better grade? If you could sum up your vision for the future of Winnipeg's transit system what would it be?
3. Safety is an increasing concern for transit riders and drivers, alike. What do you feel contributes to the lack of safety in the current system? How would you improve safety?
4. If you could sum up Winnipeg's current transit system in 3 words, what would it be?
5. Cities like Ottawa and Edmonton contribute over \$220 million to their transit networks, while the City of Winnipeg contributes just \$65 million. To match these other cities in per capita terms, Winnipeg should be contributing \$170 million. How will you fight for more funding towards transit?

In response to these questions:

Is Transit the best it can be? Is there nothing that can be done to improve transit? My answer to both is no.

Like any kind of organization, there is always room for improvement. In Charleswood-Tuxedo (Westwood & the Oaks) Ward, there are some deficiencies in transit availability that I would resolve if elected councillor.

First and foremost is the lack of transit services available to the Bell MTS Iceplex, the Red River Exhibition and Assiniboia Downs. These three entities are major employers and/or destinations for individuals who are dependent on transit to get to and from work or two and from personal activities. The potential commercial development of the lands at the Red River Exhibition grounds will also require the extension of transit into this area outside of the Perimeter Highway.

Second is regarding the continued development of the Ridgeway South and other new neighbourhoods north of the CN Rail mainline. Currently these areas have limited to non-existent transit service which needs to be rectified sooner rather than later.

In both cases I am committed to expanding transit services, through the expansion of the transit budget to hire additional employees, to acquire additional buses, or a combination of both.

Violence towards transit officials, as well as transit users, is also a great concern for me. I remember, as do we all, the unfortunate events of February 2017 that lead to the death of Winnipeg Transit driver Irvine Fraser. Situations which led to this unfortunate outcome could potentially be averted by altering where buses end their shifts (i.e. end them at a location which one or multiple transit supervisors/officials are available to assist) or perhaps, through discussions with the Winnipeg Police Service, increase undercover patrols on buses. Though it would not have helped in the situation mentioned above, shields for drivers along with the acquisition of new buses (to replace those being retired) which provide drivers with an alternate exit from a situation, would also be something I would, as a councillor, direct Winnipeg Transit to investigate and pursue.