

## QUESTIONNAIRE RESPONSE

### Fort Rouge – East Fort Garry Ward

# Jeff Palmer

---

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?

Transit is the number one priority because Winnipeggers understand the environmental and economic benefits that a good Transit system offers. A good transit system is a cost effective way of moving people about. Without transit, we would have to increase the amount of roadways as the number of cars on the road would need to increase substantially. It is much more cost effective to provide the infrastructure required to move 40 people by bus than in 40 individual cars. Winnipeggers appreciate the environmental benefit of moving people by bus, both in terms of land required for roads as well as greenhouse gas emissions. Transit-friendly development is more compact and uses less land. And finally Winnipeggers understand that we cannot drive our way out of gridlock. Building more roads does not result in less traffic - it induces additional demand. We cannot continue to design neighbourhoods that are dependent upon and oriented towards automobiles.

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?

B. My main concern is frequency of service. I do believe that our system offers a reasonable level of service given the funding available and the population density of our neighbourhoods. It is difficult to sustain good service given the fairly low population density of many of our neighbourhoods. When deciding where to live, I purposely chose an older neighbourhood, close to the city centre, with a mix of housing types and medium population density that offered good transit service. I have a Peggo card, and I have always used transit regularly (I drive and cycle as well). My vision for the future of Winnipeg's transit system is similar to my vision for our neighbourhoods - we need to encourage compact, efficient development with the necessary population density to support a reasonable level of transit service. Transit should shape our neighbourhoods - not respond to them.

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?

I appreciate that safety is an extremely important issue, both for operators and riders. However I do not feel as though I have sufficient knowledge of the topic and it would be irresponsible to speculate. There may be specific short-term interventions that could enhance safety immediately. I also believe however that fundamentally as a society we need to address poverty, mental health, and substance abuse issues in order to build a healthier community. A safer community results in a safer transit system.

4. If you could sum up Winnipeg's current transit system in 3 words, what would it be?

Economical. Ambitious. Orange :)

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?

Although I accept the premise that we require increased funding in order to offer increased service, I am not familiar enough with the Ottawa and Edmonton transit systems and funding mechanisms to know whether or not this is a valid comparison. I will work to ensure that the City recognizes and funds Transit as a priority, and that other funding partners (the Province in particular) recognize it as a priority. And I will work to ensure that we design our communities in a way that supports an efficient transit service.

Bonus question: What is your favourite Transit App and why?

My favourite App disappeared years ago! If I recall it's logo was a basic "T" and was just called Winnipeg Transit. It was nice and simple. To be honest I haven't found one I like and prefer to use the Navigo Trip Planner on the desktop.

In response to the question primer:

1. Increase operating funding for public transit in Winnipeg.

I support enhancing Transit service in Winnipeg, which would require additional operating funding to achieve. In order to enhance service I support in principle increased operating funding for public transit from the City of Winnipeg, as well as advocating for increased operating funding from the Province. While I am able to support increased operating funding I am not at this time able to commit to a particular amount (for example the Edmonton or Ottawa scenario) without further study.

2. Implementation of a frequent service network.

I support in principle the establishment of a frequent service network.

3. Improvements to safety.

Improvements to safety, for both riders and drivers, is the most important issue that needs to be addressed in the short term. I would encourage dialogue between operators and users with the goal of implementing safety initiatives as quickly as possible.