



Downtown Winnipeg BIZ Mayoral Forum - Candidate Survey Q & A

Question 1: Please explain why you are running to be the mayor of Winnipeg

Ed Ackerman

“Less homelessness.”

Brian Bowman

“I have a vision for Winnipeg, and I’m running for mayor because I believe we are only limited by the restrictions we put on ourselves. The role of the mayor, of City Hall, is to help remove the barriers between what we have today and what we want for tomorrow.

What I want is to build a growing, thriving, more modern city. A city with strong, safer neighbourhoods, and a vibrant downtown where Winnipeggers want to come to work, live and play.

Our community is diverse, but we are unified by our deep roots. We are different, but we have demonstrated how we face challenges together. Our strength, our diversity, our tradition of facing challenges together, and celebrating victories together, will continue to drive our great city to success. That is why we should be optimistic about our future and that is why I decided to run for a second term. We have achieved a lot together and we will continue to improve and grow Winnipeg together.”

Tim Diack

“Winnipeg is in trouble. While the meth crisis is spiraling out of control, crime has reached all time highs, and our current mayor has dismissed these issues as if it will go away on it's own. They will not. Winnipeg is suffering from this inadequate leadership, marred by a lack of public disclosure and secret deals made behind closed doors. This "strong mayor" leadership model which allows a few to rule City Hall has failed to combat the growing issues that plague our city.

As a result, the people of Winnipeg are faced with higher taxes, more fees and rising costs, this while services have been cut, deadlines missed and resources wasted on non-essential passion projects. Senior administrators have plundered the public purse without accountability and it has to stop. I say this, not only as a police officer with over 30 years of experience, or as a father of three, or as a successful business owner, but also as a concerned citizen. I see first hand, every day, where this leadership has brought us, and where we are heading if we don't fix this from the top down. I've witnessed the police service diminished under inefficiencies and the crime rates soar as the



changing tide of policing focuses more on administrative duties and less on actual public safety. I have identified the inefficiencies that make our city the most unsafe and least desirable city to live or invest. This can be fixed.

We deserve a better and safer Winnipeg with improved streets, greater economic opportunities, and where the ratepayer knows that city projects are being done above board with full disclosure, within budget and fully realized.

I have met with, worked with and engaged with people from all walks of life on our diverse city. I have heard you all, I understand your concerns, and I acknowledge your voice.

As *your* Mayor, I will make it happen.”

Umar Hayat

“I am running for mayor because I do not believe we can be a progressive city unless we are making real progress for the people who need our help the most, I am running for mayor because I know we can do better. I believe we can rebuild our roads and improve street safety. Taking care of those in need. Taking responsibility for protecting our environment. Understanding that every dollar we spent came from a taxpayer and we need show our respect for how hard that taxpayer worked to earn those dollars by spending them wisely. These are the authentic values of Winnipeg. And these are my values.”

Venkat Machiraju

“My quest for mayor began three years back. I recognize the gap between the rich and poor is growing. I understand why Winnipeg’s social fabric is breaking down. I see that the economic woes are resulting in social issues. I see the cause of our economic woes is largely due to Winnipeg’s Mayor. He has a pattern of bad decisions that is causing kayos for Winnipeg. Examples are like “not eliminating EPC”, rather than eliminate this undemocratic process, Mayor Bowman is using the EPC to push through Government contracts. These contracts are robbing Winnipeggers of their hard earned money. The consequences of these decisions are resulting in higher property taxes. Winnipeggers as a result are cutting corners to survive and ultimately to survive they at times are breaking the law to survive. Winnipegger’s are being forced to lose their normal love of each other and their character, in order to make ends meet. As a priest of the Hindu Temples in Winnipeg, I am helping people with these issues. I believe there is a disconnect between the needs of Winnipegger’s and the “Administration of Winnipeg”. We need an equal distribution of resources. We need integrity at City hall. We need the administration to recognise that Winnipegger’s are suffering many ways that is caused by the administration.

- Firstly, “Traffic” is a disaster in Winnipeg and the administration is compounding the problem as they have no solution. Winnipeg was designed for a population 200,000 with a TWO LANE road system. The population now is 800,000 and serves a transient population of 300,000 plus;

SOLUTION:

- Create an Inner “5 Lane Ring Road” without traffic lights and only over-passes to efficiently move traffic without bottlenecks.
- Create more lanes on priority one roads like Keewatin, Inkster, Narin, Archibald, and similar to respond to the traffic needs of the day and decades ahead. Our suburbs have been founded without the design to access them. This design change, increase in road capacity will increase road life and ease traffic congestion.
- Create Inter-changes and turning lanes at “Major Intersections” to ease the bottlenecks in traffic. A good example is confusion corner. An Interchange at confusion corner would eliminate that bottleneck.



- The economic benefit of Winnipeg's largest infrastructure project will be beneficial to all of Winnipeg's residents and businesses. That is a true example of equal distribution of resources

- Secondly, Winnipeg is the highest Property Taxed city in North America.

SOLUTION:

- Property taxes in Winnipeg must be competitive with other major centres.
- Controlling bad expenditures like sidewalk breakage and better designs is one example.

- Thirdly, Winnipeg's Tendering process and administration has no checks and balances. As a result, the administration recklessly hands out oodles of money in contracts that causes our Property Taxes to rise.

SOLUTION:

- Creating a tendering process that Fair, Transparent and Competitive.
- Having greater oversight and public knowledge of decisions.

- Fourth, the roads and sidewalks are designed "as make work projects" that have no value versus cost. The roads and sidewalks specifications must change to ensure longevity. The roads and sidewalks are being destroyed due to bad designs and use and during Snow clearing operations.

SOLUTION:

- Changing the specifications of our Roads to add life.
- Stop piling snow on our sidewalks and later busting the sidewalks while removing the snow from the sidewalks.
- Remove snow from road ways to trucks on priority one and two streets during clearing operations."

Jenny Motkaluk

"I'm running for Mayor because Winnipeg needs an immediate intervention to address the real priorities that matter to Winnipeggers. It's going to require incredibly hard work, collaborative thinking and tremendous tenacity – qualities that I do not see in Brian Bowman. I have the drive, conviction and capability to tackle these issues and re-set our priorities.

Winnipeg's "best days" are still ahead of us, no matter what the current Mayor tries to tell us.

As a Winnipegger I am proud of our city, our history and our people. We have been able to accomplish so much historically, culturally, and economically and I am even more optimistic about our future potential. But to be candid, I, and many others that I have talked to, feel that our momentum has stalled in the last 4 years and frankly I find that not only disappointing but unacceptable. Many of the key indicators of the health of a city are going in the wrong direction...increased crime, the drug crisis, lost business vitality, crippling infrastructure deficit, suffocating taxes, errant public transit, water pollution and public sector inefficiency are taking a toll on our great city.

I have no issue candidly stating that, as Mayor, Brian Bowman is not addressing these issues effectively. Good intentions and public appearances are not measures of performance. Brian Bowman seems more interested in indulging in pet vanity projects and photo ops than he does about rolling up his sleeves on the above issues.

As Mayor of Winnipeg, I will focus on our Real Priorities, which are to Fix, Protect, and Grow our city."



Doug Wilson

"I am running for Mayor because I have the skills, experience and ideas to help the community find common ground and start working together towards shared goals. From 2006 until 2010, I was Mayor of Morden where I learned to listen to the citizens and use shared goals as a starting place to take action. We achieved three percent population growth and unprecedented retail growth, which resulted in new revenues for that community. Winnipeggers have far more in common than not."

Don Woodstock

"I am Running for Mayor of Winnipeg because: As the owner of JamRock Securities, ADT authorized dealer for Manitoba specializing in burglar alarms, video surveillance and much more and a former Winnipeg Transit bus operator, community activist and leader for environmental issues in Winnipeg, I find it very difficult to sit by and watch our communities erode. City Council's checks & balances and oversights that we believe are in place we are now learning they're not and yet, City Council just carries on. Negligence, waste and bureaucratic mumbo-jumbo have become the order of the day

We can do better! I am proposing that as a defender of Winnipeg's tax dollar – We will have a government that works for the people and not for folks lining up for corporate welfare or just for a paycheque. - Winnipeg needs to be the 8th city to end homelessness as it is cheaper for taxpayers to put folks in a home rather than leave them on the street. - Every year, we are Crime Capital and my vision is to see us be a 'Sports Capital' by investing \$250M annually on our youth and recreational facilities. Keep the kids occupied and we will have safer, more livable, walkable neighbourhoods, including downtown, and Winnipeg will be crime capital no more.

As Mayor, we will be an environmental leader and champion for our neighbourhoods and kids; - I am the author of the name change from "Garbage Day" to "Recycle Day", The one responsible for promoting reusable bags, -- Lobbied City Hall to give us the larger blue recyclable bins, - And the one who lobbied the Provincial Government for the first set of electric buses now on the road, it beats me that we have not fully embraced all the recycling opportunities that are in front of us! The vision is missing.

We can do better! We need to do better! Vote for action not political rhetoric."



Question 2: What is your position on support of small business especially businesses in the downtown core?

Ed Ackerman

“A) Fix systemic municipal dis-incentives.

B) Buy the Bay and have it owned by all Manitobans (at \$200 each). Then have the Bay as a free trading zone with no pst, gst or business tax. One building collectively owned and cooperatively managed.”

Brian Bowman

“Small businesses are essential to our local economy and are vital in shaping our identity as a city. I will continue to advocate for reductions and the eventual elimination of the Business Tax.

I am proud that in the last four years we have been able to reduce the small business tax by 9.8 percent and have increased the small business tax threshold, which has eliminated this tax entirely for about half of Winnipeg businesses, many of which are in the downtown.

In the next four years I am committed to further reductions in the small business tax if I am fortunate enough to be re-elected Mayor. I also want to continue supporting downtown business by investing in downtown safety such as improved lighting as well as ongoing and increasing support for the Downtown Biz patrol and removing the bus shelter at Portage Place.

I also want to continue to look at ways to make it easier for small businesses to do business with City Hall by improving the permit process and continuing to reduce red tape. This will help business owners focus on running their businesses instead of focusing on City Hall.”

Tim Diack

“I understand small business. I started a successful business 22 years ago on Portage Ave. that is still going strong today. I know that the city, province and country relies on small business, the innovators, entrepreneurs and the mom-and-pops who keep our economy growing. These businesses create and contribute to our sense of community. I know it is very hard for small business for a small business to compete with large, aggressive chains and multinationals, the big box stores and the internet.

I sat on the St.James Biz and learned that some of the biggest impacts to a small business on a busy street do not impact shopping malls in the same manner. Issues like timely snow removal and lengthy construction sites can have a huge effect on bottom line. I would seek a modification of the noise by-law to allow construction to begin at 06:00 as opposed to 07:00. This doesn't sound like much, but a job finished a few days sooner or snow removed faster so that people can access your business is a big improvement. More than a few times I had to move mountains of snow if I wanted to see people come in through my shops door.

A more responsive Mayor will ensure that public safety is addressed in a meaningful manner. Not just through crime reduction by design or putting more downtown watch, but by assisting those with more effective by-laws to allow more effective intervention. I would like to see people of obvious distress being engaged by caring police officers who have the resources available to assist. It's more than just moving people along or threatening them with a ticket. It is about human dignity and how they may not make everyone of us feel unsafe, they do make



everyone of us think that we should be doing better as a community. Every time I decline to give money to a beggar I reduce my urge for charity a little bit. Eventually this gauntlet of beggars will decrease people to overlook those in genuine need. I make excuses for why I don't give to people who ask me as my experience has shown me that they are just going to use that money to get intoxicated with. Among those we should not give to are a few who we should. I would bring back the Hawkers Licence, so that those who provide a service on the street; that being the simple act of letting me exercise my charity, are not hiding the destructive act of enabling an addict. With an efficient police serve these licences could be issued in the field along with the rules to operate safely. People may consider regulation of beggars to be oppressive, but not assisting those who need help and weeding out those who wish to defraud the truly needy is more oppressive. I have done this function for thirty years, there are many decent people who could reduce a lot of harm with a little organization and intervention.

Safety, dignity, efficiency and access. These are within the powers of the city and would go a long way to turning downtown around.”

Umar Hayat

“As I have a very strong entrepreneurial background, I am very encouraged to support Small businesses. Small business survival ensures the livelihood of communities, the creation of meaningful jobs, the support of makers, and the preservation of traditional production methods. All small businesses will be able to tackle there problems at one window that will be provided by the city. We would like to organize a small businesses seminar, to promote small businesses twice a year, with the help of the Winnipeg chamber of commerce and industry. On the official city of Winnipeg website there will be a section to promote Winnipeg businesses In downtown.”

Venkat Machiraju

“I propose the following:

1. Small businesses can be supported with tax credits. All businesses require assistance during start-up. I propose a Property Tax and Business Tax credit for the first year to assist the stat up of new business.
2. Reduction in regulations that are cumbersome, i.e. build permit fees, licencing requirements and assistance from economic development department in establishing new businesses downtown.
3. Special economic zones to create a market for downtown business, such as the Forks Market can be developed by enhancing parking and an environment to generate tourism.
4. Have an ongoing forum to discuss the needs of small businesses and evaluate the agenda and work with small businesses with their needs.
5. Provide assistance to Low Income workers with a reduced transit fare. This will keep wages fair and assist the labor market in attracting workers in the Downtown area.
6. Add significant car parking supply, this will reduce parking fees.
7. Promote downtown housing by creating new developments.
8. Provide more policing downtown to foot patrol to enhance security.
9. Promote downtown with by informing Winnipeg on changes to parking, bus service and new businesses.
10. Promote and facilitate festivals as attractions to downtown.
11. Overall reduce Property and business taxes for encouraging businesses.
12. Make City Hall accountable to business via the economic development office.”



Jenny Motkaluk

“Small businesses and the people that run them are heroes in our city. They create jobs, prosperity, and vitality for all of us. We need to start celebrating the efforts of our small businesses and taking steps to ensure that the city does everything it can to help them be successful. My position is that the city needs to do its job and stop adding barriers to success for the businesses that are willing to take the risk of locating downtown. Public safety is of paramount importance. Most people will not live, work, or play where they do not feel safe. Attracting people starts with changing not only the perception, but the reality that Winnipeg’s downtown is not safe, especially at night. Once that is achieved we can move on to eliminating the other barriers that deter start-up businesses downtown.

In speaking to many business owners, I’ve come to learn that they don’t need or want any “special deals”. They simply want the city to do its job. Which is to provide municipal services and consider their needs when decisions are being made. All city decisions need to be considered through the lens of their business needs. Decisions such as drastically reducing available street parking while almost doubling the rates and continuously increasing fees and taxes, while tearing up the roads for months at a time. These practises are literally business destroyers.

When I am mayor of Winnipeg, I will recognize the immense risk that individuals and families are taking when they choose to operate a business downtown. In light of that risk, and the tremendous reward that we will all enjoy if they succeed – the least we can do stop making things more difficult. Safety and practical considerations for business. That’s the foundation of my plan.”

Doug Wilson

“The City needs to reduce red tape while streamlining and speeding up administrative procedures required by small business owners. The City must look into possibilities tax incentives and improve infrastructure to make the downtown more attractive for small businesses. Most importantly, the City must help make the downtown an attractive, safe, entertaining and navigable environment that entices visitation and patronage.”

Don Woodstock

Did not provide an answer to this question



Question 3: What is the one thing most important for you to accomplish upon becoming mayor?

Ed Ackerman

"Tiny homes for export."

Brian Bowman

"To continue moving Winnipeg forward and helping Winnipeg grow into an inclusive city of which we can all be proud. With literally billions of dollars being invested in Winnipeg, we need to ensure we continue this positive momentum. Private sector companies like True North, Artis Reit, Ubisoft, Richardson and CN, to name a few, have all made major investments in our city because they see what we've known for while: Winnipeg's time is now! In my time in office, we've made changes to City Hall that will help ensure it works for Winnipeg, not for special interests.

City of Winnipeg firsts under my leadership include: Appointment of an Integrity Commissioner, Lobbyist Registry, Mayor's Office Expenditure Policy, live-streaming of Council and Committee meetings, a Council Code of Conduct, and implementing industry leading asset management practices to allow for infrastructure projects to be selected based on merit rather than politics."

Tim Diack

"By far it is to put signs up on the roads into Winnipeg that state "Welcome to the Safest City in Canada".

I have a list of important things to accomplish as Mayor. It is a huge job with huge responsibility, accountability, and even the smallest decisions will impact how Winnipeg grows. Right now we have a serious problem that needs immediate attention: **We are not a safe city.**

We are faced with several inter-related challenges that must be addressed if we are to become a safer and better city. We have a meth epidemic that is every corner of our city, one that is overwhelming our police and emergency response systems, and placing incredible stress on our health care. We have a police response that takes 2 1/2 times longer than comparable Canadian cities. This is unacceptable and believe it or not, can be fixed for a fraction of the cost of opening Portage and Main. The present system ties the hands of the police, resulting in time spent filling out paperwork when the same officers could be out on the streets doing their job to make our neighbourhoods safer. If I told you that we write things down in a notebook, drive to the police station, use a fax machine a scanner and a landline to do a report that will not be looked at for weeks, you would assume I am exaggerating to score political points. I wish that were true.

The fact of the matter is that as a citizen of Winnipeg, you are in considerably more danger today, of being the victim of a violent crime or a property crime, than you were a few years ago. City Hall knows it as well- just ask the Mayor how much security for him and those at city hall has increased. They have seen the numbers, they have the inside information, and they are frightened.

I will put into action the ideas and strategies necessary to make Winnipeg the safest city."



Umar Hayat

“My highest priority is to balance the books, to reduce the cities current deficit of \$89 million dollars, as I am granted the opportunity to be the mayor of this beloved city. If the cities \$89 million dollar deficit is not reduced, property taxes will be increased from 2.33% up to 5%. Also water, sewer and garbage costs will also be increased. We would like to give winniepeggers improved services at an affordable cost. The city of Winnipeg’s long term debt is expected to hit 1.8 billion dollars by 2020, double what it was 5 years ago.”

Venkat Machiraju

“Equal opportunity and distribution of resources. They are as follows:

1. Create an efficient and expedient transportation system. The Inner Ring Road which help commerce and residents complete their task with efficiency. That can be going home or coming to work, or delivery vehicles not delayed in traffic.
2. Making Winnipeg “Livable”. Today with traffic and high taxes Winnipeg is in a decaying state just as once north Portage was. That was revived with the development of housing and portage place. That type of intervention is needed to restore Winnipeg. Economic disparity is growing, and this is primarily a result of bad management. I would manage resources efficiently with procurement laws, and use the saving to create a fair society with equal distribution of resources.
3. Increase Police presence and create a safe environment by deterrence and enforcement.
4. Provide a fair taxing policy based on Income for seniors. Providing assistance to Seniors with their Property Taxes. A rebate of upto \$1,000.00 based on their income. Incomes to Property Tax ratio above 4% of income will qualify for a Property Tax rebate up to \$1000.00. This rebate can also be for long term tenants to reduce rents for seniors.
5. Increasing density on developments for greater efficiency and optimal use of lands.
6. Transit must be accessible by all economic walks of life.”

Jenny Motkaluk

“Although the knee-jerk response that most Winnipeggers expect to hear is to fix our crumbling roads and bridges. And that issue has become no less urgent today than it was 4 or 40 years ago. But I am going to diverge and emphatically state that a safer city (public safety) is now the more urgent matter that demands urgent action.

Disintegrating roads are infuriating but crime can be lethal and have life-long impact. And under Brian Bowman violent crime stats are on the rise again and Winnipeg remains the violent crime capital of Canada. Every incident involves a victim and every victim involves lives forever impacted by the horrendous effects of violent crime. If an economic strategy is to be effective for downtown Winnipeg we must first eradicate the scourge of crime otherwise all of our efforts and achievements will be short lived.”

Doug Wilson

“The word important can refer to either urgency or impact. The most urgent priority as Mayor to address would be the drug crisis and that solution involves many partners working to reduce poverty, homelessness and affordable housing, while improving parenting and early childhood development, supporting law enforcement and improving drug awareness and education amongst the public. The most enduringly impactful priority would be a strategy for aggressive while stable long term growth in the diverse sectors of Winnipeg’s economy.”



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Don Woodstock

Did not provide an answer to this question



Question 4: What is your position on infrastructure spending? Should the city be spending more, less or the same amount on renewal and where should that money be focused?

Ed Ackerman

“Most questions are about dividing up the pie. Dam the Panama canal. The tax payer pie shrunk and Winnipeg no longer had a gateway reason to exist after that thing was built. We have been trying to figure out our existence ever since.”

Brian Bowman

“Today, Winnipeg is a city with a population of 750,000 and we are on track to grow to a city of one million people in the next 25 years or so. Investments in infrastructure are essential now to support the growth that we know is going to occur in the future. Infrastructure investments are essential for our quality of life and to support a growing and thriving economy.

I will continue to advocate for a strong, stable and predictable investments in roads, bridges, transit, active transportation, community centres as well as our water and wastewater treatment plants.

Over the last four years we have made record investments in road renewal, active transportation, transit and other infrastructure. Our latest State of the Infrastructure Report shows that we are making progress in reducing our overall infrastructure deficit from \$9.9 billion to \$6.9 billion but there is more work to do.

There is a report coming before Council in September to approve, in principle, a 5-year \$315.9 million Accelerated Regional Road investment plan that will be supported by an anticipated \$200 million investment from the federal and provincial governments. I am encouraged to see this historic level of investment in roads the number one priority of Winnipeggers. I want to continue to advocate for more infrastructure investment in the future which is one of the main reasons I’m running for Mayor again.”

Tim Diack

“In most of our minds the priority of infrastructure spending is road surfaces. I hate potholes and broken roads. I commute to work on two wheels when the snow is gone and I drive our roads at work more than most. I know that the cycle of roads crumbling occurs every spring. This is nothing new and I won't pretend I have answers that exceed the knowledge of the people who fix roads for a living. I do want there to be better marketing of the studies that show our state of sewers and buried water lines. I want there to be longer vision about a shift from chemical snow removal (salt is a chemical) to more mechanical removal of snow. I would like our city to look at long term benefits of this from the greater environmental impact on Lake Winnipeg of all the salt, oxidizing of mechanical and electrical infrastructure, and employee value.

We lay off summer construction employees and they then collect Employment Insurance during the winter. This makes the city's books look good, but remember there is only one tax payer. I would assess the value of keeping that employee working with the more labour intensive snow removal over the short term cost of using salt. Most of us underestimate that grey "sand" we see spread all over in the winter. Look at your pant legs in winter, that white stuff by your ankle... Looking at the bigger picture may not be familiar ground in Civic Governance, but our children may not share our same values when Lake Winnipeg is dead.



Aside from the traditional views of infrastructure I would say what has crept up as a very serious problem is our deficient information infrastructure. Fast and immediate service is hindered when we fail to support those systems that assist the worker.

I would also add that dedicated transit route advocates and alternative transportation supporters should think a little farther out of the box. My job has frequently put me in spots not available to the general public. I see wasted opportunity to co-operate with other business and levels of government to use unused rail lines that weave through our city. These do not have to be built as a super highway. I believe that these can operate just as effectively in their current state with a little extra gravel. Buses can operate on the gravel roads. Arriving at work, shopping or hospital doors with a fraction of the cost and time will increase ridership and grow our transit as the viable alternative for longer commuters.”

Umar Hayat

“Winnipeg’s long suffering infrastructure presents us with one of our greatest challenges. Years of neglect, an extreme climate, urban sprawl and the increase in traffic make our \$6.8B infrastructure deficit seem insurmountable. The city itself admits that its “current funding model is unsustainable”. I feel that the same amount or even a little more should be spent on infrastructure but not in a foolish matter that the majority of Winnipeggers do not want, such as the Waverly underpass which cost approximately \$150,000,000 taxpayers dollars. We would like to extend route 90 but the plan to be executed in wrong. Why should we demolish approximately 100 homes, and cost taxpayers over \$50,000,000. In downtown our city has terrible infrastructure, for example bike lanes are not constructed properly. When bikers merge from the bike lane they have to use side walk as the bike lanes are not constructed properly.”

Venkat Machiraju

“Infrastructure spending does not reflect the needs of Winnipeg or the remittance via Road Taxes.

I propose that for all Road Taxes collected be used for roads. Currently it is estimated that some “\$500,000,000” per year is paid into Road Taxes. That can finance all of Winnipeg’s Infrastructure needs. The Federal Government and the Province of Manitoba must accept their obligation to Winnipeg and return Road Tax Money for Infrastructure.

Bottle necks in traffic can be eliminated with infrastructure spending.

Relaying on Property taxes for infrastructure will only lead to greater gaps between the have and have not.

Infrastructure spending must be first focused in helping everyone. A new Ring Road will create economic benefits for all. Repairing regional streets only helps a select few. That can only be possible once the broader Infrastructure is built to meet the demand.”

Jenny Motkaluk

“My infrastructure spending approach is not hinged to whether it is less, more or the same as what Brian Bowman has spent. My approach will be based on real priorities that matter most to Winnipeggers. That includes divesting away from the underutilized BRT system and investing in a larger fleet of buses including a move to electric buses.



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Prioritizing infrastructure investments such as completing Chief Peguis trail to Route 90 and bringing water and sewer to Centre Port, that will have a direct and immediate effect on economic development just makes sense.

Addressing our infrastructure deficit will always remain a top priority.

I intend to repair our broken relationship with our provincial and federal government partners so that road repair is not going to be a City of Winnipeg priority that suffers alienation from other levels of government. Clearly, our tax base alone is not going to win the infrastructure deficit battle – we will need a collaborative solution that accelerates the investment from other government stakeholders and leverages the wealth of talent and experience that exists among Winnipeg’s construction community.”

Doug Wilson

“To assume that the amount of money spent on infrastructure is the only indicator of effectiveness would be short sighted. The City’s overall infrastructure plan needs to be reviewed as a whole with a clear goal of identifying the benefits of each major outlay to the community as a whole.

Infrastructure priority spending should go to projects that ensure safety and health, improve transfer of goods, workers and citizens, enhance the quality of life for citizens, attract business to the city, and attract tourism.”

Don Woodstock

Did not provide an answer to this question

Question 5: What is your position on rapid transit?

Ed Ackerman

“There is no rapid, only transit. Accept that it is slow, make it “free to all”, tax payer funded through some kind of parking element included in property tax.”

Brian Bowman

“A young couple who is planning to have a family, doesn’t purchase a house based on their current needs...they purchase it with their future needs in mind. In a nutshell, that is why I support Rapid Transit. We need to make investments in Rapid Transit now, before we reach a million people, not after.

A modern, growing city needs a good reliable and modern transit system and that includes rapid transit. I am proud of the fact that as a city we are on track to complete the southwest rapid transit corridor, on time and under budget. This is a project that has been in the planning stages for decades and thanks to a partnership with our federal and provincial governments we are getting this project done.

I will continue to support efforts to expand our rapid transit system but building this kind of infrastructure requires a continued strong funding partnership with our federal and provincial governments. I am also in favour of incorporating high frequency transit networks as a way to improve transit service and I want to expand rapid transit to other areas of the city.

Right now the City of Winnipeg is undertaking an operational review of the transit system including a Rapid Transit Master Plan. I look forward to seeing the results of these studies which will help guide our decisions on transit investments into the future.”

Tim Diack

“Previous administrations rightly or wrongly have committed Winnipeg to Bus Rapid Transit routes in the southwest districts. Hundreds of millions have been expended already, and more has been committed. As a result, we need to find ways to realize much greater benefit to BRT than what is currently taking place. The balanced approach to replacing our diesel powered buses with made in Winnipeg electric buses is a win-win. We export electricity as a province, which we can store in batteries, which power the electric buses.

During my years patrolling the streets, I have had the opportunity to see the city's traffic veins from different perspectives. We need more than bus rapid transit in the south. We need to enhance the entire system to make it less costly and more effective for the daily rider. Think of the relief on Kenaston Bv. if we had used the parallel abandoned rail line that even came with a bridge over the river! I know that those who plod bumper to bumper every rush hour would look at the true benefit of having a bus running that line without stopping, a true Carbon Tax winner.

We need to assist those who are income challenged, who need transit to get training, education or to their employment to get them away from that label. These are the people who should have a reduced fare schedule for those purposes.



We need to ease the stresses on our transit operators, city employees who face difficult and sometimes dangerous situations on a daily basis- a more effective emergency response system will help. Enhanced safety for the operators means a better experience for passengers, improved passenger safety, comfort leads to great ridership and another step forward for our city. I would ensure that the location of every bus location is known in real time on the computer screen of every police unit. If a distress alarm is pressed by the driver a police unit can respond directly without delay. I get asked about the potential false alarms and the answer from every officer, I'd rather respond to a thousand false alarms than miss one real one."

Umar Hayat

"Rapid Transit is a reckless plan that is based on a number of complicated processes having to take place after it is complete. As soon as the contracts are up, Rapid transit will be history in Winnipeg. Phase 1 and 2 cost taxpayers approximately \$1 billion dollars. All 3 senior levels of the government have already made the decision to finish phase 2 of BRT by 2020. Once the contracts of phase 2 are done, the contract will not be extended to the east side of Winnipeg or any side of Winnipeg."

Venkat Machiraju

"The current Rapid Transit System is a failure. Partly due to management and largely due to cost and finally due to safety and security. The Concept was bad does the reflect benefits or value.

I propose a low income support bus fare. For Income earners below \$15,000.00 a bus fare of \$1.00 per way or \$30.00 per month bus pass or \$10.00 per week.

Rapid transit was a complete waste of roads and funds. The existing system could have been easily managed by renting rail lines from Canadian National railway and installing Rail stations along the same route. The Pembina rail line is currently only used twice a day for freight.

This Rapid transit system is the greatest waste of Tax payers money in the entire history of Winnipeg. Rapid Transit has and no increase in rider and the cost has no benefit.

I would halt any further expansion. I would rather rent rail lines from the Railways and utilise the natural network to service Winnipeg with a Hub and Spoke system. Hub being the rail station and spoke being smaller buses to the neighbourhood."

Jenny Motkaluk

"BRT has been an ineffective use of funds that has not resulted in better service for Winnipeg. I believe the right approach is more buses, more often, on the roads we already have.

I have released a Clean Reliable Transit plan (CRT) that would add 30% more buses (an additional 190 buses) to the existing fleet of 640 buses in operation and shift the entire to fleet to Electric within 6 years to eliminate air pollution and reduce fuel costs.

Adding nearly 200 more buses to our fleet will do a better job of providing faster and more reliable service vs. expanding the underutilized Bus Rapid Transit (BRT) system. More BRT is not going to provide better bus service. As well, shifting the bus fleet to 100% electric buses, in part through Federal Green Infrastructure funds, would lower the city's carbon footprint.



A 30% larger, 100% electric fleet would cost \$21.8M per year less to fuel than if the fleet was diesel powered. Electric buses cost around \$700,000 each, buying 830 brand new electric buses would cost around \$581M. FYI, the City of Toronto plans to have 100% electric buses by 2040.

New Flyer Industries manufactures electric buses right here in Winnipeg. So that means these new buses could be sourced locally. Switching to electric also means using another locally sourced resource, MB Hydro, to power them. That keeps a significant amount of money flowing through our Winnipeg economy. A large order like that will certainly play a role in local job creation and mean better paychecks for many Winnipeg families.”

Doug Wilson

“Public transit will continue to be supported. Public Transit will continue to be supported. A new mandate for our historic Transit system is overdue. Public input will help steer and inform the public of the vital nature of the service. Spending on public transit will have incentives tied to ridership but not only ridership. Innovation, engagement of the public to ride during large public events will be encouraged. A relationship with our local prominent bus manufacturer will be encouraged. Our workforce is changing, our lifestyles are changing. Public transit will benefit from an attitude change. No more saying "Sorry" for their performance. Police officers will be on bus routes as part of their "beat".”

Don Woodstock

Did not provide an answer to this question

Question 6: What is your position on the potential opening of Portage & Main to pedestrian traffic and why do you hold that position?

Ed Ackerman

“It’s a done deal.”

Brian Bowman

“Portage and Main is more than just an intersection, it connects us all as a city. It is a place where Winnipeggers come to celebrate and it is an iconic feature of our great city.

Over 17,000 people call downtown Winnipeg home and that number keeps increasing every year, a fact that will be reflected in Artis REIT’s decision to build what will be Winnipeg’s tallest building, a 40-storey mixed-use residential tower at 300 Main Street in the heart of our downtown just south of Portage and Main. I will continue to support the opening of Portage and Main to pedestrian traffic as one of many measures that will make our downtown a more accessible and connected place to be. However, I understand that this is a contentious and polarizing issue for many Winnipeggers. That is why I support putting this matter to a vote on the municipal ballot in October, and I am committed to honour the results of it. Building and positioning a city for a population of a million people strong requires a vision and a plan that is about more than just an intersection, and allowing residents to have a direct say on this one specific city building effort while also being able to choose an overall vision for a city that is growing every year is important for a growing city like Winnipeg.”

Tim Diack

“I’m not going to make the hundred word minimum on this one. I voiced the position that this opening is not a pressing priority. I agree that it could be re-assessed after we get the other priorities under control, but the final answer is “Not now”

What I found very revealing was the interview that four of us candidates gave on this topic on CBC radio. A question that seemed to catch us off guard was “If the plebiscite came back to open the intersection and you were Mayor, what would you do?” Three of the candidates did not answer the question, one even stated they would argue with people. I stated “Open the intersection.” Even though I do not agree with that position, why would I go against the desire of the people? What this reveals is that some of us are in this to “lead, rule, guide, or manage us” I’m a servant to the people of Winnipeg. I am wanting to reduce the power of the mayor and get rid of the Executive Policy Committee. I want true representation for all corners of the city. City Council and the Mayor should serve the city and respect their tax dollar. I would continue in the role of Mayor and provide true service.

I have always had faith in the decency and civility of my fellow Winnipeggers. I do not want to have people who lead us away from that position.”

Umar Hayat

“We will **not** open “Portage and Main”. Say No to Portage and Main and Save 14 Million Dollars. This money can be spent to save residential property taxes. pedestrians will need at least 45-60 seconds to cross (likely longer). Those with physical constraints will take longer and be at risk. During rush hour, traffic at the intersection moves very slowly, if we open it and let pedestrians cross that will increase congestion and traffic even more then it already is.



Winnipeg's largest underground shopping mall with over 45 businesses will be strongly affected by opening Portage and Main."

Venkat Machiraju

"I believe this issue was not an issue by in large. In my campaigning, Winnipeg has said this is not something they need or want. Winnipeg says, the cost is unnecessary and need does not exist by in large.

The loss to existing businesses underground would be great with the opening of Portage and Main. Pedestrian safety in traffic would an absolute disaster. This Intersection is widely travelled by all walks of Winnipeg for good or personal travel by vehicle. This would add another bottleneck to Winnipeg's traffic. Their was no study, no was no public open house. This is just another foot in the mouth bad decision from Mayor Brian Bowman.

I believe since Mayor Brian Bowman's FAILURE in decision with this issue has caused such great discomfort that, he should honor the decision of the referendum on portage main with a resignation. This was an outrageous bad decision that majority of Winnipeg does not support. Another example of Mayor Brian Bowman's Foot in the Mouth."

Jenny Motkaluk

"My position on the opening of Portage & Main has been clear from the outset. Re-opening Portage & Main to pedestrian traffic is not a priority that is supported by the majority of Winnipeggers.

Resources originally allocated to this project are better utilized for other infrastructure priorities including road repairs.

To be clear, I am not anti-development or opposed to the re-vitalization of downtown including special consideration of this iconic intersection, I respectfully differ from those that believe we have to open pedestrian access to achieve those objectives.

It simply is not a priority, we will divert much needed funds from greater priorities and will actually create new issues with regard to pedestrian safety and traffic flow. There are other ways to beautify and stimulate access to Portage & Main."

Doug Wilson

"Iconic it stature, Portage and Main has unbelievable tales of frigid cold and scorching heat. All the suffering in the past is indelibly etched in the minds of those who crossed. Forty years later, pedestrians want to cross the corner, show it to their tourist friends and make a statement about the pedestrians coming back. P&M need a plan that fits the vision of Winnipeg 2050 and a funding mechanism to build something overtop that doesn't disappoint all the hype that may never end about one of the windiest/coldest/most dangerous corners in my memory. It just takes a good plan."

Don Woodstock

Did not provide an answer to this question