

**Q1 Do you have feedback for consideration when developing the Public Works budget? Submit your feedback below. All feedback will be provided to elected officials on the Standing Policy Committee on Infrastructure Renewal and Public Works during their budget discussions. Submit your feedback by Friday, November 29.**

Answered: 13 Skipped: 0

#	RESPONSES	DATE
1	There wasn't an opportunity to leave feedback on the Community Services presentation - please leave Pequis Trail Health Facility open. This section of the city needs a facility and the savings would be minimal	12/2/2019 1:25 PM
2	Budgets should not be cut and taxes should be increased. We need our services.	11/28/2019 5:04 PM
3	It's unconscionable that we're cutting funding for Active Transportation in the midst of the climate crisis. The City should be increasing funding for this many times over and seeking federal and provincial funding to expedite the implementation of its so called award-winning Cycling and Pedestrian Strategies. The City should be setting measurable targets for decreasing vehicle emissions and increasing adoption of public and active transportation. Austerity destroys communities.	11/27/2019 10:08 PM
4	Instead of these terrible cuts that undermine efforts to improve sustainable mobility, urban forestry and all of the City's plans and policies that aim to make a more equitable, accessible and sustainable city, why doesn't the mayor just raise our taxes???? Future generations depend on brave leadership and responsible citizenship NOW.	11/27/2019 9:16 PM
5	Hello Standing Policy Committee, I would like to comment on the 6th item of the Capital Projects List (Traffic Signals Improvements). It appears that this section is absent from the 'list of options to achieve the target', which I am interpreting as "this section will go ahead unaffected". If so, I highly welcome this outcome. Upon inspecting the City of Winnipeg's open data entries for traffic signals, it looks like there are a handful of intersections that are left to be upgraded: • About 15 intersections (of 650 - 2.3%) have incandescent displays and do not have audible cues installed • About 14 intersections (of 650 - 2.1%) have small traffic bulb sizes • About 14 intersections (of 650 - 2.1%) have old pushbutton signage (which is outdated and some of these have bad information at this point) Fortunately this list is small as the City has been diligently upgrading much of this infrastructure in the past few years. I would highly encourage the Committee and Traffic Signals department to incorporate completing these items for this upcoming year. Thank you for the opportunity to convey my feedback! Best Regards -	11/26/2019 8:13 PM
6	When will update on the Route 90 Widening & St James Bridge Project be sent out especially to the affected community. It looks like no budget was drafted on this presentation.	11/22/2019 5:25 PM
7	-Goal should be to support pedestrians/cyclists to encourage active/green transportation -Use of concrete over asphalt for road renewal seems advantageous	11/22/2019 1:35 AM
8	Has the widening of Kenaston been cancelled? The price quoted in 2017 was 450Million, a ridiculous amount of money to spend on something that is not essential. If that project has not been cancelled it should be and the cash diverted to other projects and services.	11/22/2019 1:32 AM
9	Winnipeg Inner Ring Road does not work as there is too many traffic lights which impedes the flow of traffic. There is a need for service roads and/or over-passes along Kenaston and Lagimodiere. There should not be a need to stop for traffic lights when you are travelling on the ring road.	11/21/2019 5:46 PM
10	Do not close the West Kildonan Library. It is so heavily used and relied on in this neighborhood. This neighborhood needs it. Why are we closing down safe public spaces amid all these violent crimes?! Closing safe public spaces will cause violent crime to go up even higher!!!!	11/20/2019 11:26 PM
11	Reducing street lights is an obvious safety issue which I believe was the reason for the abrasive LED light change, as well as energy efficiency. As a pedestrian, this poses a safety concern for walking at night, which is most of the year considering the winter season.	11/15/2019 4:01 PM

## Feedback on the Public Works Department (excludes Parks & Open Spaces Division) budget

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| 12 | <p>I really like the idea of lowering lighting levels to save on cost. In general, the current lighting system is very inefficient as probably close to 80% of the time lights are illuminated without a pedestrian or vehicle utilizing them. Ideally, the lights should only be "on" and burning energy when a person or vehicle is near. Usually vehicles and people are near during busy times of the day, such as the evening and morning rush-hour/commute. During the late evening and early morning (approximately 11pm to 6am), there is very little traffic or pedestrians using the roadways and pathways... especially in areas that are not highways (i.e. residential and industrial). Having these lights on at full force when there is no vehicle or person there just wastes energy and contributes to light pollution (which is well known to have consequences in terms of human health and environmental degradation - there is lots of research on this). I think it would be very cost and environmentally effective for the department to study and pilot test reduced lighting levels in non-busy (and safe) areas of the city during low-traffic hours. For example, all street lights could be dimmed (or alternating street lights turned off). This could be considered for industrial areas where there isn't a night shift working, and for a variety of residential neighborhoods. Main routes which still see a car every 2 minutes can still maintain their lighting. However, those streets and paths where a car or person doesn't come by frequently can be left at significantly lower light levels (just like a highway outside the city, a car can get by fine on its headlights alone). And in the morning, when the traffic starts up again the lights can be automated to turn back to regular levels. For pedestrian pathways, perhaps lights can have motion sensors so that they only turn on when a pedestrian is near... if most pedestrians are only walking at night between 5pm and 11pm and maybe 6am and 7:30am, then there is already 7 hours between 11pm and 6am when the lights are lit up for no useful reason. To conclude, reducing lighting levels during non-busy and non-used hours of the night (approximately 80% of the night), can likely reduce costs by an equivalent 80%.</p> | 11/14/2019 7:29 PM |
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| 13 | <p>I am disappointed to see the lack of investment in cycling and pedestrian infrastructure. If we want to make this an enjoyable city we need to make it accessible. The budgeted amount for pedestrians and cyclists is a joke. We need to put equal attention and care towards pedestrians and cyclists as we do to cars, if not more. Cars cost the city a ridiculous amount and we continue to bail them out even though they are dangerous and inefficient. Please do your part in helping make this place a more enjoyable and greener city.</p> | 11/13/2019 10:25 PM |
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### Feedback submitted in other feedback form:

Widening Kenaston is a luxury Winnipeg cannot afford. With the money not spent on Kenaston essentials services like transit, libraries, community centers, and trees can be funded.