

**Q1 Do you have feedback for consideration when developing the Transit department 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: 39 Skipped: 0

#	RESPONSES	DATE
1	Just a thought, but Winnipeg has several fare levels.. instead of so many, why not just have one Fair for everyone.. instead of.. Senior fare, post secondary fare, full fare.. just have one, meet in the middle..one fare should reduce costs and make more for the city while keeping costs low for everyone..	11/29/2019 3:23 PM
2	I vehemently oppose all the proposed cuts to transit outlined in this presentation and implore the city fund the full creation of a 10-minute frequent service network.	11/29/2019 4:25 AM
3	This is totally inadequate. I want to see free, frequent, and reliable transit for everyone, not cuts to existing routes. I'm a bus rider and I cannot imagine why you would consider cutting this. Please increase my taxes dramatically to pay for this! And demand the province return to the 50:50.	11/29/2019 4:23 AM
4	Transit is a vital service to our city, and one that our household depends on every day. In response to the climate crisis, we need to be drastically increasing the transit budget, not holding it below inflation. As homeowners, we would be glad to do our part to make transit the priority.	11/29/2019 4:20 AM
5	Budgets should not be cut and taxes should be increased. We need our services.	11/28/2019 5:03 PM
6	Funding transit development is essential to Winnipeg's, and Manitoba's, climate action. We need significant upgrades and improvements to transit to allow Winnipeggers to be able to rely on transit. We need more investments to transit, not cuts. And investment in transit is not just in the infrastructure (e.g. rapid expressways) or in the buses, it is also in adequate funding for salaries and benefits of transit drivers, operators, and staff. Because of the environmental impact, our family only has one vehicle. I primarily take transit or bicycle to work, and also frequently on the weekends. There are numerous times when I drive instead of taking transit, because the connections are unreliable, the express routes don't run on the weekends, or the timetabling just doesn't work. Please invest - significantly and substantially - in transit. I'm happy to have my taxes increased to pay for it. It should be one of the city's top most priorities.	11/27/2019 9:48 PM
7	Don't cut quality of services, raise taxes to keep up with the times. We need better transit, which means safe, accessible and comfortable access. This Mayor and Council needs to responsibly consider future generations rather than what is convenient now.	11/27/2019 9:34 PM
8	Look, I can see why you may want to make changes that will result in a more efficient use of transit, but it blows my mind that Council would be asking transit to make straight up service cuts. Madness! Peak service reductions - I thought this was the one thing we really wanted to get right? Decreased service at night - I can't tell you how many times I relied on that last bus to get myself home safely in my youth. I thought, if anything you'd want to be running those buses until after all the bars close.	11/27/2019 6:54 PM
9	Fund and implement the recommendations of the Master Plan. Make transit highly frequent with simplified routes.Expand diamond lane reach and hours. Use photo radar to enforce diamond lanes.	11/27/2019 3:07 PM
10	With increasing climate change, Winnipeg needs to increase transit services rather than cut them. We need more citizens to be using transit not less. This will also mean less costs associated with maintaining roads and easing congestion. Those that are less vulnerable need more transit services rather than less. Offering a reduced fair for low income workers is vital. It's easy for those suggesting cuts to transit because they have good jobs and can afford cars. How are less advantaged people to survive without a robust transit system? Why put money into a rapid transit and then reduce service? This makes no sense.	11/26/2019 12:54 AM
11	Funding to transit needs to be greatly increased, not decreased. Austerity is a political choice that will only exacerbate our social crises.	11/25/2019 3:02 AM

## Feedback on the Transit Department budget

12	<p>TRANSIT IS VITAL FR OUR CITY, HOW ELSE DO WE START TO DECREASE CARBON EMISSIONS? WHY ARE NOT LOOKING AT HOW TO IMPROVE SERVICE FOR THE NEWER AREAS BUILT IN THE LAST 20 YEARS. CITY PLANNERS AND PRIVATE DEVELOPS NEED TO CONSIDER THIS WHEN DESIGNING NEW NEIGHBORHOODS. THERE ARE ALSO AREAS THAT NEED BETTER SERVICE IN GENERAL. NOW THAT SUNDAY AND HOLIDAY SHOPPING HAVE BEEN IMPLEMENTED. THERE ARE CERTAIN ROUTES THAT DON'T START UNTIL AFTER 8AM AND PEOPLE ARE WORKING AT 9AM AND CAN'T RELY ON TIMELY SERVICE. THERE SHOULDN'T BE ANY NEED FOR WHAT WOULD BE A 20 MINUTE BUS RIDE TURNING INTO AN HOUR OR MORE. I AM REFERRING TO THE 77, 85 AND 90 NOT BEING ABLE TO GET TO KILDONAN PLACE MALL FROM NORTH KILDONAN BEFORE 9AM. ALSO ONLY 1 90 BUS RUNS ON SUNDAYS AND IT SHOULD BE 2. THIS GOES FOR ALL OTHER SUBURBAN ROUTES As well. CHARLESWOOD, WHYTERIDGE ETC. WE NEED TO OPEN OUR EYES, ENTICE PEOPLE TO USE TRANSIT. PROVIDE SAFE BUSES FOR DRIVERS (BUS SECURITY OFFICERS) AS THERE ARE IN OTHER CITIES. OFFER. FARE PRICED FARES. IF MORE PEOPLE RIDE THERE SHOULDN'T BE NEED TO INCREASE PRICES.</p>	11/23/2019 9:13 PM
13	<p>Widening Kenaston is a luxury Winnipeg cannot afford. The transit routes that may be reduced or cut impact the lives of thousands of people, many of whom do not have any other options from transportation. With the money not spent on Kenaston essentials services like transit, libraries, community centers, and trees can be funded.</p>	11/23/2019 8:26 PM
14	<p>Transit is a service that a) benefits the poor, b) reduces traffic congestions on roads reducing the need for roads, and c) reduces carbon emissions thereby helping the environment. Cutting or reducing transit service is counterproductive to all these things.</p>	11/22/2019 4:16 AM
15	<p>The proposed cuts to service will have major impacts on people who depend on transit (ie. have no other viable source of transportation), especially the cuts to late night service which is a huge safety issue for later shift workers, and for those living in more outlying areas of the city. In turn, these impacts will affect the businesses and institutions that employ these people. Ending the peak service at 5:45 makes no sense whatsoever. Buses are frequently packed at 6pm as people exit the downtown, indicating a high level of demand past 5:45 pm. This will also negatively impact students travelling from Red River College's Notre Dame campus to other points in the city. Reducing frequency of interior bus cleaning is frankly a health and safety issue for transit riders. It seems to me that these service cuts, taken together, will result in decreased ridership as people will be further inconvenienced and those who have the option of using a private vehicle will be more likely to do so. This in turn will have environmental consequences of higher greenhouse gas emissions, and will exacerbate traffic congestion, meaning that buses will be under even more pressure to meet schedules. This is a recipe for a continued downward spiral in transit use. On the maintenance end, there are serious issues with reducing the replacement of buses - as you've noted in the presentation, there will be increased maintenance costs over all. This could be seen as penny wise, pound foolish in the long run. Workplace maintenance, such as the exhaust system in the bus garage is critical for the health and safety of workers. It is unacceptable to continue to place their health at risk through failing to meet regulatory requirements for air quality. Transit operator safety is also potentially compromised as riders become increasingly frustrated with cuts to service. This budget will not meet the needs of citizens, and it undermines the City of Winnipeg itself, as our population increases and need for efficient, affordable public mass transportation increases accordingly.</p>	11/22/2019 4:01 AM
16	<p>Public transit is a critical priority. Winnipeg's public transit is abysmal - not enough service, unreliable schedules. For environmental reason Wpg has to invest more in public transit - more buses, operating on a timely basis. Winnipeggers don't use public transit much, and the only way to get more people on the bus in this city is to provide better service. Thus there as to be up-front investment for a few years to build a decent service, which will attract more riders over the next few years so that fares start to play a more significant role in terms of revenue. I intentionally do not own a car and use public transit, but it is very very challenging to do so in this city. I have lived in several other cities in North America and Europe so can compare, and have never lived anywhere with such terrible service - given Winnipeg's harsh climate the service has to be particularly reliable to attract more riders. Please stop the cuts and start investing in transit, to build a more livable city, so that Winnipeg is not just a collection of far-flung suburbs.</p>	11/22/2019 1:51 AM
17	<p>*We want to encourage more citizens to use Transit - decreasing service will have the opposite effect. *Consider working with organizations like Smart City Hack to outsource app/mobile/web improvements -Elimination of paper schedules seems reasonable -Charge more to city/province for bus advertising -Do not remove Downtown Spirit -Do not shorten service hours</p>	11/22/2019 1:29 AM
18	<p>Transit needs to be subsidized as a public service that supports the urban economic, quality of life, social needs, and environmental objectives. Rather than reducing services and capital investment to meet budget targets we as a city need to raise taxes and fees within the city's jurisdiction to support improved and increased transit services, lower transit fares, and the electrification of the bus fleet. While keeping streets in good repair is important, improved transit is even more important. Expansion of our road capacity should not be taking place in that it encourages driving and reduces transit ridership and thereby increases transit costs per capita. A "virtuous circle" can be created by improving the service which leads to more riders and higher revenue which provides the basis for further improvements to the system. The Transit budget and priorities should be complemented by policies to encourage infill housing, discourage urban sprawl, and improve public safety.</p>	11/21/2019 7:37 PM

## Feedback on the Transit Department budget

19	<p>Winnipeg ridership is at the lowest level due to insufficient and unreliability of the current service. SW Transit is waste of money as it only benefits the people in the area who already have service. The "new" service will cost more money and do not actually add any great benefit, it would have been better to just add additional buses to these routes. What about the rest of the outlying/new areas that do not have service? The largest issue with transit service is the availability of service. How can an area utilize transit service that only runs on limited rush hour and then to remove DART service on top of it? The real question is not the satisfaction of citizen who use transit service regularly (although that has gone down steadily since 2015). The effectiveness measurement should be how satisfied are citizen who WANTS to use the transit service regularly. Citizens who do NOT have access to transit service are not counted in these survey, and that is a large part of the population.</p>	11/21/2019 5:25 PM
20	<p>need to look at the number of consultants transit has spending taxpayers money on smartphones, computers, internet access and data. Do we need all these consultants and associated costs</p>	11/21/2019 5:04 PM
21	<p>Ending service at 12:15 on weekends is asking for more people to drink and drive. Taking away a low cost service for people to use to get home at the end of a social night, will lead to more drivers choosing to drive home. This includes game nights where people will go out afterwards to venues around the events. Or you will see less people choosing to use public transit to attend events downtown.</p>	11/20/2019 10:39 PM
22		11/20/2019 9:53 PM
23	<p>Please do not reduce the Winnipeg Transit hours of service or routes. Our transit system is not easy to use as it is. I choose not to own a car for environmental concerns, and I enjoy seeing my friends, neighbours, and coworkers on the bus - strong public transit systems bring a community together. And we DEFINITELY need a low-income transit pass - I can afford to ride for \$100/month, but that is a huge stretch for people making minimum wage!</p>	11/20/2019 8:16 PM
24	<p>Why is the city not investing properly in important city services like public transit? I urge the city to find the money to properly fund and improve Winnipeg transit - more frequent, reliable, and affordable transit. Winnipeg will not be able to address the issues it faces - sprawling road infrastructure, congestion, poverty, and others - without bold investment in transit!</p>	11/20/2019 3:47 PM
25	<p>Transit needs more funding. Invest in the long-term sustainability of our transit system - rapid transit, maintenance, equipment, electric buses - to keep transit viable in future years. Further, invest in upgrades that make transit a more attractive option for a broader segment of the population. More frequent bus service to the suburb, and an even deeper subsidy for the low income bus pass. Public transportation should be a human right, and it also will allow us to save money in the long run by reducing traffic, parking demands, and pollution. Accessibility measures are no optional. Bus text is a good service. The downtown spirit, in my opinion, is not high priority - instead, divert the money to making transportation routes accessible to those who face the most barriers (rather than tourists). I don't understand why Winnipeg transit should have a community grants program - that should be the job of other city departments that have the capacity and expertise for assessing and monitoring community projects. But in all other areas, transit budget should be maintained or increased - cutting service or raising fares are not good options for the vitality of the city.</p>	11/20/2019 2:52 AM
26	<p>Please begin creating space in the budget for Light Rail Transit.</p>	11/15/2019 11:28 PM
27	<p>Why do other major cities in Canada get properly funded transit systems and Winnipeg is going backwards? Underfunding transit is not the way to build long term sustainability of the city's infrastructure. This city needs better more efficient transit. Less reliance on cars.</p>	11/15/2019 5:17 PM
28	<p>I believe removing the buses running from downtown after 24:45, removing the DART service &amp; the Downtown Spirit, are all safety issues for those trying to get home after work, or a night out. There are already limited resources as taxis are not reliable in this city. And there are limited buses as it stands at that hour.</p>	11/15/2019 3:54 PM
29	<p>Good Afternoon, I am writing about the proposed budget for Winnipeg Transit for 2020-2023. The content within this presentation is deeply disturbing, and should be sending off alarm bells across the board. Our transit service is something that needs to be invested in, not reduced. One of the comments from the presentation that I found most disturbing was when a Transit representative said there will be significant revenue loss because they will not be able to fit the demand on the system. This is a scary concept. Our transit service is essential. The amount we spend every year on road renewal could be decreased if fewer people drove, but this can only be achieved if our transit system sees significant investments. The money transit needs to keep service at existing levels and improve it even slightly is a fraction that is currently spent on road renewal, and the lack of access to this funding for transit affects tens of thousands of riders daily. The amount Transit needs being spent on road renewal affects far less people. It is time Winnipeg acknowledge that growing transit should be a priority, and it is time for elected officials to put money where their mouth is. What is being proposed is unacceptable, and is very upsetting that it is even being tabled. What's most upsetting is that more and more pro-transit programs are being passed (such as Low Income Transit Passes, Free Transit for Children, Extended Transfer Times) and no more money is being provided to pay for it. This leads to Transit being put in this situation. Transit funding needs a much larger increase than this. Removing these transit services affects too many people's quality of life. Every other succeeding Canadian city understands this - Winnipeg should get on board with investing significantly in Transit.</p>	11/14/2019 9:49 PM

## Feedback on the Transit Department budget

30	<p>To whom it may concern. I'll try to keep this short. we should be increasing the amount of funds we allocate to transit. cutting costs on this will affect Manitobans and their business interests. starting with one example to prove this point. Many people rely on transit to get to and from work decreasing the amount of busses in rotation and cutting back on drivers will increase the chances people will be late to work, or miss work, from this they could lose their job. costing the province on lost tax revenue, welfare or even crime if they have no other options. Changing the operating hours from 1:30am-12:30am will likely increase the chances of drunk driving. many people choose to use this form of transportation to save themselves and others from impaired driving crashes. From decreasing the time, more people will have crashes, more people will be injured or killed and this will cost the city of winnipeg more than just an extra hour of wages for employees. this is not a great idea for anyone involved. increasing the amount of transit will help decongest the road, and save money on future infrastructure projects. as fewer people will be using a car, we will not need to spend millions maintaining and building these unnecessary work projects, allowing us to allocate the resources somewhere. if the city can afford \$98 million overpass who will help save maybe 10 minutes out of car users day. we can afford to do the bare minimum to keep transit funded. having bad transit will also affect tourism. Ineffective transit affects their ability to spend time and money in the city. when I have been to other Canadian cities (Montreal, Vancouver etc.) I was blown away by how efficient their transit is. It made it easier for me to spend my money in these cities, and generate revenue for those provinces. since I could around in a timely manner and a have an enjoyable experience doing so. members of this committee should try to experience time only relying on public transit to truly get a feeling for badly improvement is needed. talk to people who use the transit, ask them how it can be improved and try to work on this for everybody I know everyone in this committee is busy so I will not mention other points that might already be explained to you on why defunding transit is not an ideal decision for the city of Winnipeg and the province of Manitoba. Thanks you. ps. Please update the feedback bar for submitting feedback. it is way too small to view what has been written.as it's only 3 lines wide.</p>	11/14/2019 9:47 PM
31	<p>I believe that an efficient public transit system is absolutely necessary for a city like Winnipeg. As a student, I am becoming sick and tired of the "race to the bottom" style of politics when it comes to public services that literally every other major Canadian city does better than us.</p>	11/14/2019 9:46 PM
32	<p>Funding towards Winnipeg Transit services should be proposed as an increase, not a decrease. Instead of encouraging more sustainable community transportation as per global trends and nurturing progressive economic growth, this proposed city Transportation budget appears to be penalizing those who choose to take transit--and also penalizing those that don't have an option. Many people rely on the current--albeit mostly unreliable--schedule and services but we cope. Many Winnipeggers also don't have access to a personal vehicle and/or disabilities prevent them from even changing their lifestyle to accommodate some of these cuts. Its common in Winnipeg during the winter for temperatures to drop below -30C which can be dangerous when currently scheduled buses don't even arrive--and the city planners should be more concerned about how this will affect them as well. Please consider these comments during budget discussions.</p>	11/14/2019 8:02 PM
33	<p>Transit cuts would be a pathetic step backwards for the city. As our city grows, we need to invest in transit for a host of sound reasons. - It is environmentally the right thing to do - Without better transit, we're forcing people to drive more expensive personal vehicles. - More personal vehicles means worse traffic and much higher road repair bills - Worse transit harms our collective quality of life Investing in transit gives us a more liveable and accessible city. It also makes it a more affordable city as it reduces the need to spend even more on a sprawling road network. If we're truly going to grow to be a 'world-class' city, surely having excellent transit is a top priority. It's hard to believe we even need to say these things. Hasn't anyone on council traveled anywhere? *comment removed*</p>	11/14/2019 7:53 PM
34	<p>I am excited about the overall design of the new system, but I am deeply concerned about the rise in cost of transit. Taking the bus is already too expensive, and simple economics dictates that a rise in price will reduce usage. This is exactly the wrong direction, particularly at a time when we need to reduce carbon emissions drastically. In the long term, I believe busses should be free. But I understand that we may not get there for decades because of shortsightedness. For the time being, then, we should drop the price to make the system more usable. With an increased price we will reduce usage and, thus, never consider transit a viable transportation system in our city, because people who own a car will just continue to drive.</p>	11/14/2019 11:44 AM
35	<p>I believe that most people no longer use the printed schedules to plan their trip using Winnipeg Transit. Most people these days use electronic information, which is immediate to their trip. I am opposed to the proposed cuts to Express running times. This is an essential service in any public transit system. The buses are already full at 17h45. Cutting back Express service will mean even fuller buses and angrier passengers. Cutting back feeder routes is also not a good idea. We passengers look to Council to vote on the Transit Master Plan when the Final Report is completed in the spring of 2020. We passengers of Winnipeg wish to see Winnipeg Transit grow with the times and help people get to where they need to. Extension of transfer times is an important issue for many. The current paper transfer is good for 75 mins. no matter what day a ride is taken on Winnipeg Transit. Sunday service, because it is not as frequent, needs a longer transfer time. One Councillor has proposed a 3 hr. expiry time.</p>	11/14/2019 10:03 AM

## Feedback on the Transit Department budget

36	Absolutely disgraceful budget proposed here. No lie, if transit gets cut like this I am going to consider moving to another city. This transit budget alienates young people, poor and disabled folks and anyone else who uses transit even occasionally - I am also completely floored that we're even considering massive cuts like this to transit during a climate crisis (and also during the "year of transit", thanks Mr. Mayor!). At this point, I don't care that the province is cutting transfers; we now need to look to other options for revenue instead of whinging and moaning about how we have no money and have to cut literally everything possible. E.g. property taxes havent substantially risen in about 20 years. Circle back and try again or every councillor and the mayor will be out of a job in 3 years, 100% guaranteed - you can worry about what political effects a tax hike will do but slashing services will go over even more poorly, and will hurt more people for a far longer time than raising property taxes above inflation for a year or two to maintain the already incredibly poor level of service we receive from the City of Winnipeg. Fix this now!!!!!!!	11/14/2019 4:49 AM
37	Public transit should be free and massively expanded to ensure the whole region in serviced. I'm not even going to comment on the insulting budget that is going to be attempted to be passed, as it is not even a starting point to work from. You are robbing your citizens of the rights to mobility and are completely out of touch with what every successful major city is doing and what all current research points toward. Your ideological destruction of public transit has been one of the most disgusting legacies of our corrupt city hall.	11/13/2019 10:04 PM
38	The police are already cannibalizing public services due to the massive increases this administration and those past have given them and have totally failed in providing any sort of public safety. They don't deserve an increase, and in fact their budget should be cut massively.	11/13/2019 9:44 PM
39	Feedback	11/12/2019 5:16 PM

Feedback in other feedback forms:

Stop the transit cuts.

Libraries, transit, community centers, and other similar services are an essential and a basic requirement for many citizens.